Supreme Court, U.S.
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No. 01-1062

IN THE
**Supreme Court of the United States**
OCTOBER TERM, 2001

CHESTER COX, JR., *et al.*,
*Petitioners,*

v.

CITY OF WICHITA FALLS, TEXAS, A Texas Incorporated Municipality; UNITED STATES OF AMERICA; *et al.*,
*Respondents.*

# PETITION FOR WRIT OF CERTIORARI TO THE UNITED STATES COURT OF APPEALS FOR THE FIFTH CIRCUIT

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## QUESTIONS PRESENTED FOR REVIEW

1. Does a municipal zoning ordinance that is not comprehensive and is not adopted in accordance with a comprehensive plan violate the due process and equal protection clauses of the United States Constitution?

2. Is the United States liable under 42 U.S.C. § 1983 if United States military air installation personnel and a city collaborate, under color of state law, to impose zoning on private property that violates federally protected constitutional rights?

## LIST OF PARTIES

The following are the parties to the proceedings before the Fifth Circuit Court of Appeals, as well as the parties to the proceedings before the Supreme Court:

**Petitioners**: Chester Cox, Jr.; D.B. Clark; Pauline Clark; Steve Murphy; Robin Murphy; Paul Brown; Agnes Brown; Eddie Long; William Bradley; Dorothy Bradley; Melvin Masters; Glynn C. Weeks; Madeline A. Weeks; Billie Wolfe; Robbie Wolfe; Edwin L. Smith; Wanda Smith; Everett Davis; Herb Sleeper; Joanie Sleeper; Kenneth Davis; Vona Davis; Roy L. Baker; Sammie J. Baker; David Homyk; Marsha Homyk; Jo Ann Gibson; Burt Stewart; Raymond M. Heinert; Elida Heinert; James Prentiss; Vinnie Prentiss; Billy Davis; Sylvia Davis; Francis Raines; Joe Davis; J.A. Hill; Joe Mitchell; Lois Mitchell; Dan Humphreys; Marilyn Humphreys; Joe Wilson; Bobby Mannen; R.E. Marlow, Jr.; Susan Woods; Larry Woods; Gad Garland; Kathleen Murphy; Truman J. Stephens; Valine Stephens; Michael Owen; Ernest Davis; Mary Davis; and Larry Rutledge.

**Respondents**: City of Wichita Falls, Texas; United States of America; United States Department of Defense; William H. Perry, as Secretary of the Department of Defense; United States Department of the Air force; Sheila Widnall, as Secretary of the Department of the Air Force; Sheppard Air Force Base; and General Michael Zettler, as Base Commander of Sheppard Air Force Base.

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CITY OF WICHITA FALLS, TEXAS, A Texas Incorporated Municipality; UNITED STATES OF AMERICA; *et al.*,

*Respondents.*

# PETITION FOR A WRIT OF CERTIORARI TO THE UNITED STATES COURT OF APPEALS FOR THE FIFTH CIRCUIT

The Petitioners, Chester Cox, Jr., *et al.*, respectfully pray that a writ of certiorari issue to review the April 9, 2001 judgment and opinion of the United States Court of Appeals for the Fifth Circuit in the above-captioned action.

## OPINIONS BELOW

The opinion and judgment of the United States Court of Appeals for the Fifth Circuit is not reported and is reprinted in the

appendix hereto, *infra* at A-1. The Memorandum Opinion and Order of the United States District Court for the Northern District of Texas, Wichita Falls Division, dated September 1, 1999, granting summary judgment to Defendants ("Mem. Op."), is not reported and is reprinted at A-2, *infra*. The Judgment of the District Court dismissing Petitioners' complaint, dated September 1, 1999, is not reported and is reprinted at A-22, *infra*. The District Court's Order denying Plaintiff's motion for leave to amend and other related relief, dated July 14, 2000, is not reported and is reprinted at A-23, *infra*.

## STATEMENT OF JURISDICTION

Petitioners seek review from the Opinion and Judgment of the United States Court of Appeals for the Fifth Circuit of April 9, 2001. The Supreme Court has jurisdiction to review cases from the United States Courts of Appeals pursuant to 28 U.S.C. § 1254(1).

## CONSTITUTIONAL PROVISIONS, STATUTES, REGULATIONS, AND ORDINANCE INVOLVED

The Fifth Amendment to the United States Constitution provides in pertinent part that: "No person shall. . .be deprived of life, liberty, or property, without due process of law. . . ."

Section 1 of the Fourteenth Amendment to the United States Constitution provides in pertinent part that: "No State shall. . . deprive any person of life, liberty, or property, without due process of law; nor deny to any person within its jurisdiction the equal protection of the laws."

42 U.S.C. § 1983 provides in pertinent part that:

> Every person who, under color of any statute, ordinance, regulation, custom, or usage, of any State..., subjects, or causes to be subjected, any citizen of the United States or other person within the jurisdiction thereof to the deprivation of any rights, privileges, or immunities secured by the Constitution and laws, shall be liable to the party injured in an action at law, suit in equity, or other proper proceeding for redress. . . .

The United States Department of Defense ("DoD") Air Installation Compatible Use Zone Regulations, 32 C.F.R. Part 256, *et seq.*, (the "AICUZ Regulations"), are reprinted at A-24, *infra*. City of Wichita Falls Ordinance No. 155-94 (the "Ordinance") is reprinted at A-46, *infra*. Texas Local Govt. Code § 211.004, is reprinted at A-74, *infra*. Texas Local Govt. Code §§ 241.001 through 241.020 are reprinted at A-75, *infra*.

## STATEMENT OF THE CASE

The facts of this case are undisputed. Petitioners are property owners, including ranchers, farmers and homeowners, whose lands are located: (1) in a predominantly rural portion of Wichita County, Texas (the "County"); (2) outside the boundaries of the City of Wichita Falls (the "City"); and (3) north of Sheppard Air Force Base ("Sheppard" or the "Base").

The County has no zoning. Thus, aside from the City's extraterritorial zoning Ordinance, whose constitutionality is challenged herein, Petitioners' lands have never been zoned.

In the early 1990's, Sheppard added a new runway directing new flights over Petitioners' lands, substantially extended an existing

runway toward Petitioners' lands, and substantially increased the number of flights and intensity of air installation activities in support of its new mission to train NATO pilots (collectively, the "Sheppard Expansion"). The Sheppard Expansion required the air installation to comply with the AICUZ Regulations.

In the AICUZ Regulations, DoD: (1) established a uniform, extensive, and detailed list of land uses that it determined should not be undertaken on private property in proximity to air installations (32 C.F.R. § 256.8, *infra* at A-37 to A-41); and (2) mandated that every United States military air installation attempt to cause local government zoning to be enacted preventing such uses of private property (32 C.F.R. § 256.4(b)(2)(ii)(B), *infra* at A-30).

The AICUZ Regulations contemplate two basic types of districts: Accident Potential Zones ("APZs") and Noise Zones (collectively referred to as "compatible use zones" or "CUZs"). *See* 32 C.F.R. § 256.3(c). APZs are lands that are past each end of a runway and are subdivided into Clear Zones and Accident Potential Zones I and II ("APZ I" and "APZ II"). *See* the schematic drawing showing the relative position and size of each APZ in 32 C.F.R. § 256.7, *infra* at A-36.[1]

Under the AICUZ program, there are a minimum of four Noise Zones, each corresponding to a particular decibel ("dB") level of noise on surrounding lands arising from air installation activities: 65-70dB, 70-75dB, 75-80dB, and 80+dB. Noise Zones are irregular

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1. The Clear Zone begins at the ends of each runway and, for the major runways at Sheppard, measures 3,000 feet in length and width. APZ I begins at the end of each clear zone and, for major runways, measures 5,000 feet in length and 3,000 feet in width. APZ II begins at the end of APZ I and, for major runways, measures 7,000 feet in length and 3,000 feet in width. *Id.*

in shape and follow noise decibel contour lines. *See* the Map of Noise Zones and APZs for Sheppard, *infra* at A-87. As shown thereon, Noise Zones and APZs are not mutually exclusive and private property can be in both. *Id.* For example, many of Petitioners' lands are in either APZ I or APZ II, as well as in one of the two highest Noise Zones.

In addition to affirmatively requiring each air installation to seek implementation of the AICUZ program via local zoning, the AICUZ Regulations also impose strict limits on the private property rights that air installations can acquire via eminent domain:

> (A) The first priority is the acquisition in fee and/or appropriate restrictive easements of lands within the clear zones whenever practicable.
>
> (B) Outside the clear zone, program for the acquisition of interests, first in Accident Potential Zones and secondly in high noise areas *only when all possibilities of achieving compatible use zoning*, or similar protection, *have been exhausted* and the operational integrity of the air installation is *manifestly threatened*. . . .

32 C.F.R. § 256.4(b)(2)(ii) (emphasis added).

Thus, outside the Clear Zone, unless a use of property manifestly threatens the operational integrity of the air installation, private property rights will not be acquired. However, the AICUZ Regulations *require* each military air installation to seek local zoning to implement AICUZ, including to prohibit lawful uses which do not and will not manifestly threaten the operational integrity of the air installation and, thus, would never be acquired via eminent domain.

To identify and communicate the precise compatible use zoning to be sought by the United States, each air installation is required to promulgate an AICUZ Study. *See* 32 C.F.R. § 256.5. The AICUZ Study must be consistent with the AICUZ Regulations. *Id.*

Accordingly, in May, 1992, Sheppard promulgated an AICUZ Study in connection with the Sheppard Expansion in which it called for implementation of the DoD AICUZ program via enactment of zoning by the City. The AICUZ Study was consistent with the AICUZ Regulations and included: 1) maps delineating the proposed location of the APZs and all Noise Zones; 2) the uses proposed to be prohibited and allowed in each zone, including prohibition of all residential use in APZ I and the 75 and 80 dB zones; 3) the noise attenuation measures proposed to be required of property owners in the Noise Zones; 4) proposed density limits; and 5) proposed height and other limits on construction.

In 1994, at the request of Sheppard (and partially motivated by the fear of base closure), the City enacted the Ordinance implementing the zoning exactly as proposed in Sheppard's AICUZ Study. Indeed, the Ordinance is a virtual *verbatim* repetition of the Sheppard AICUZ Study. For example:

1. The Ordinance establishes zoning districts by incorporating by reference the zone boundary maps from the AICUZ Study. *See* Ordinance § 6430(A), *infra* at A-52 (regarding APZ and Clear Zone boundaries); and Ordinance § 6435(A), *infra* at A-53 (regarding Noise Zone boundaries). *See* the map, *infra* at A-87.

2. The Ordinance delineates permitted and prohibited uses (including the proscription against residential use in APZ I, 75 dB and 80 dB zones) by incorporating by reference the list of compatible and prohibited uses for each zone as set forth in the

Sheppard AICUZ Study. *See* Ordinance § 6430(B), *infra* at A-52 (regarding APZs); and Ordinance § 6435(B), *infra* at A-53 (regarding Noise Zones).[2]

The City has expressly admitted in its Answer and the United States has not denied that:

(1) the Ordinance zones only the lands identified in the AICUZ Study and zones solely to implement the AICUZ Study;

(2) the City conducted no independent studies prior to adopting the Ordinance; and

(3) the Ordinance zoned a tiny fraction of the unincorporated portion of the County, leaving the vast majority of the County unzoned.

Although Sheppard itself is within the Ordinance's Noise Zones, Sheppard and the United States have not waived their immunity to the Ordinance. Sheppard is essentially a small city and its uses would violate numerous provisions of the Ordinance if undertaken on private property.[3] Thus, Sheppard and the United States remain immune from the Ordinance's burdens, while such burdens fall solely on Petitioners and other private property owners. The Ordinance creates no reciprocity; the United States and Sheppard benefit, while Petitioners are burdened.

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2. The Ordinance's Land Use Compatibility Table is virtually identical to the Land Use Compatibility Table in the AICUZ Study; the density limits are identical; the noise attenuation measures required are identical; many of the definitions are identical; etc..

3. *See* Sheppard AFB Map, *infra* at A-89 and A-90.

The Ordinance is not comprehensive zoning and was not enacted in accordance with a comprehensive plan, as the Ordinance: 1) zones for the sole purpose of implementing the AICUZ Study; 2) does not create reciprocal benefits and burdens; and 3) zones only a tiny fraction of the unincorporated area of the County. The lack of comprehensiveness is not merely a position advocated by Petitioners. At all stages of this litigation the City has expressly and formally admitted, and the United States has not denied, that the Ordinance is not comprehensive zoning and that it was not adopted in accordance with a comprehensive plan.

Petitioners commenced this action alleging, *inter alia*, that: 1) the Ordinance violated the due process and equal protection clauses of the United States Constitution because it is not comprehensive zoning and was not adopted in accordance with a comprehensive plan; and 2) the City and the United States and/or its personnel are "co-zoners" and jointly liable under 42 U.S.C. § 1983 for the deprivation of Petitioners' federally protected constitutional rights under color of state law.

The City and United States moved for summary judgment which was granted by the District Court. The District Court acknowledged that the Ordinance was not comprehensive, but held that the applicable Texas enabling legislation, particularly Texas Local Govt. Code § 241.015 (*infra* at A-82), did not require that the Ordinance be comprehensive and adopted in accordance with a comprehensive plan. (Mem. Op., *infra* at A-8 to A-10.)

In essence, the District Court disposed of Petitioners' federal *constitutional* comprehensive plan claim on state *statutory* grounds, by concluding that zoning need only be comprehensive and in accordance with a comprehensive plan if so required in the applicable state enabling legislation. (*Id.*) Conversely, by its silence,

the District Court rejected Petitioners' claim that the United States Constitution requires zoning to be comprehensive.[4] (*Id.*) Finding no constitutional violation, the Court dismissed Petitioners' claims under 42 U.S.C. § 1983. (Mem. Op., *infra* at A-14 to A-16.) Petitioners appealed to the United States Court of Appeals for the Fifth Circuit. On April 9, 2001, the Court of Appeals affirmed without opinion (*infra* at A-1.)

## REASONS FOR GRANTING THE WRIT

## SINCE THE FIFTH CIRCUIT'S DECISION CONFLICTS WITH THE RELEVANT DECISIONS OF THIS COURT, THE EIGHTH CIRCUIT COURT OF APPEALS, AND VARIOUS STATE COURTS OF LAST RESORT; AND SINCE IMPORTANT FEDERAL QUESTIONS ARE PRESENTED THAT HAVE NOT BEEN, BUT SHOULD BE, SETTLED BY THIS COURT; THE PETITION FOR WRIT OF CERTIORARI SHOULD BE GRANTED

### A. The Comprehensive Zoning Question

This petition invites the Court to address whether Petitioners' federally protected constitutional rights to due process and equal

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4. In part, it appeared that the District Court declined to reach Petitioners' federal constitutional comprehensive plan claim because Petitioners had not challenged the constitutionality of the Texas Local Government Code enabling legislation. Petitioners had not originally challenged the constitutionality of the state enabling law because Petitioners argued that Texas Local Govt. Code § 211.004 required all zoning to be in accordance with a comprehensive plan. (A- 9, *infra*.) When the District Court held to the contrary, Petitioners timely sought leave to amend to challenge the constitutionality of the state enabling law and thereby raise the identical constitutional comprehensive plan claims. Petitioners' motion was denied, without opinion. *See* Order, *infra*, at A-23.

protection were violated by imposition of zoning on their lands that is not comprehensive.

1. Conflict With Relevant Decisions of This Court

In the landmark case of *Euclid v. Ambler Realty Co.*, 272 U.S. 365 (1926), this Court specifically upheld the constitutionality of comprehensive zoning and the use of such zoning to prohibit otherwise lawful uses of land from entire districts or zones.[5] The Court characterized the Euclid zoning ordinance as "comprehensive" and relied on numerous cases in which the constitutionality of comprehensive zoning had been upheld by state courts of last resort.[6]

Decisions subsequent to *Euclid* confirm that numerous federal[7] and state courts[8] cite *Euclid* as sustaining the constitutionality of

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5. *See Gorieb v. Fox*, 274 U.S. 603, 607 (1927) (reconfirming that *Euclid* sustained the constitutionality of "comprehensive zoning laws and ordinances").

6. *See, e.g., City of Aurora v. Burns*, 319 Ill. 84, 149 N.E. 784, 788 (1925) (Illinois Supreme Court holding that: "Zoning necessarily involves a consideration of the community as a whole and a comprehensive view of its needs").

7. *Central Bank and Trust Co. v. City of Miami Beach*, 392 F.2d 549, 550 (5th Cir. 1968); *Lakewood, Ohio Congregation of Jehovah's Witnesses, Inc. v. City of Lakewood*, 699 F.2d 303, 307 (6th Cir. 1983), *cert. den.*, 464 U.S. 815 (1983); *Welch v. Paicos*, 66 F.Supp.2d 138, 164 (D. Mass. 1999); *Cowart v. City of Ocala*, 474 F.Supp. 774, 780 (M.D. Fla. 1979).

8. *See Consolidated Rock Products Co. v. City of Los Angeles*, 57 Cal.2d 515, 521, 370 P.2d 342, 346 (1962) (California Supreme Court holding that after the *Euclid* decision "comprehensive zoning had taken its place as a constitutionally recognized part of our legal and political system); *app. dismissed* 371 U.S. 36; and *Ewing v. City of Carmel-By-The-Sea*, 234 Cal.

*comprehensive* zoning.

Similarly, Justice Stevens wrote in a concurring opinion in *Moore v. City of East Cleveland*, 431 U.S. 494 (1977), that *Euclid* sustained the constitutionality of a city using "its police power, not just to abate a specific use of property which proved offensive, but also to create and implement a comprehensive plan for the use of land in the community...". *Id.* at 513-14.

Justices Stevens and Brennan, dissenting in *City of Eastlake v. Forest City Enter., Inc.*, 426 U.S. 668 (1976), confirmed that zoning must be comprehensive to be rational by including in their dissent the following quote from the New York Court of Appeals decision *in Udell v. Hass*, 21 N.Y.2d 463, 469, 288 N.Y.S.2d 888, 893-894, 235 N.E.2d 897, 900-901 (1968):

> [T]he comprehensive plan is the essence of zoning. Without it, there can be no rational allocation of land use.

*Eastlake*, 426 U.S. at 690, n. 12.

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App.3d 1579, 1587, 286 Cal. Rptr. 382, 385 (Ct. App. 6th Dist. 1992) (confirming that the *Euclid* Court "confronted for the first time a comprehensive zoning scheme..." and upheld its constitutionality after it "examined the reasons for comprehensive zoning").

*See also Scott v. Champion Bldg. Co.*, 28 S.W.2d 178, 181 (Tx.Ct.Civ.App. 1930); *Committee for Sensible Land Use v. Garfield Township*, 124 Mich. App. 559, 566, 335 N.W.2d 216, 219 (Ct.App. 1983); *Payne v. Borkat*, 244 Ga. 615, 617, 261 S.E.2d 393, 394 (1979); *State ex rel. Cobun v. Town of Star City*, 157 W.Va. 86, 89, 197 S.E.2d 102, 104 (1973); *City of Miami Beach v. Manilow*, 226 So.2d 805, 806 (S.Ct. Fla. 1969); *Marshall v. Salt Lake City*, 105 Utah 111, 141 P.2d 704, 709 (1943); and *State ex rel. Synod of Ohio of United Lutheran Church of America v. Joseph*, 139 Ohio St. 229, 39 N.E.2d 515, 521 (1942).

Soon after *Eastlake* and *Moore*, a majority of the Court's justices, in *dicta*, acknowledged the fundamental importance of comprehensiveness in relation to zoning. In his dissent in *Penn Central Transp. Co. v. City of New York*, 438 U.S. 104 (1978), now Chief Justice Rehnquist (joined by then Chief Justice Burger and Justice Stevens) quoted as follows from the New York Court of Appeals decision then on appeal: "Zoning restrictions operate to advance a community plan for the common good. Each property owner in the zone is both benefitted and restricted...". *Id.* at 139. The dissenters in *Penn Central* emphasized that reciprocity of benefits and burdens -- one of the basic elements of comprehensiveness -- is essential to zoning and was lacking in the New York City Landmarks Law. *Id.* at 139-140. The *Penn Central* majority acknowledged the importance of comprehensiveness in respect of zoning, but concluded that the New York City Landmarks Law was comprehensive. *Id.* at 132.

Plainly, a significant number of Justices have opined, post-*Euclid*, that comprehensiveness is either the essence of, or critically important to, constitutionally valid zoning. A fair collective reading of *Euclid*, the aforementioned opinions of the Justices of this Court, and the opinions from other federal and state courts citing to and relying on *Euclid*, appears to sustain the proposition that this Court requires that zoning be comprehensive to be constitutional. If so, then the Fifth Circuit's affirmation of the District Court's decision holding zoning need not be comprehensive or in accordance with a comprehensive plan unless mandated by the state legislature, conflicts with the relevant decisions of this Court, especially *Euclid*.

2. Conflict With The Eighth Circuit

The Fifth Circuit's decision also conflicts with the Eighth Circuit's decision in *Women's Kansas City St. Andrew Soc. v.*

*Kansas City*, 58 F.2d 593, 604 (8th Cir. 1932). There, relying on *Euclid* and *Aurora*, the Eighth Circuit expressly held that zoning which excludes land uses from residential districts can be sustained only if the exclusions are in accordance with a comprehensive plan.

3. Conflict With State Courts Of Last Resort

The Fifth Circuit's decision conflicts with decisions by state courts of last resort that zoning must be comprehensive and in accordance with a comprehensive plan to be sustained under the United States Constitution. For example, in *Amcon Corp. v. City of Eagan*, 348 N.W.2d 66 (Minn. 1984), the Minnesota Supreme Court held as follows:

> The essence of constitutional zoning with no due process or equal protection problems is generally recognized to be demonstrated by the existence of a plan which uniformly, without discrimination and without unreasonable restrictions, promotes the general welfare.

*Id.* at 74. *See also Hadley v. Harold Realty Co.*, 97 R.I. 403, 409, 198 A.2d 149, 152 (1964) (Supreme Court of Rhode Island holding that zoning in accordance with a comprehensive plan is a "constitutional necessity"); and *State ex rel. Carter v. Harper*, 182 Wis. 148, 196 N.W. 451 (1923).[9]

The Fifth Circuit decision is also in conflict with *Gordie*

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9. *See also State ex rel. Henry v. City of Miami*, 117 Fla. 594, 600, 158 So. 82, 84 (1932) (Concurring Opinion of Chief Justice Davis stating that "in order to be constitutional under the due process clause of the Fourteenth Amendment to the Federal Constitution, zoning ordinances must be passed in aid of some 'plan' that is general and comprehensive in character. . .").

*Boucher Lincoln-Mercury Madison, Inc. v. City of Madison Plan Commission,* 178 Wis.2d 74, 503 N.W.2d 265 (Ct.App. 1993), *review denied,* 508 N.W.2d 421 (1993). There, the Wisconsin Court of Appeals held that the *statutory* comprehensiveness requirement was enacted to prevent localities from zoning in a manner that would violate the Constitution:

> To insure that... "reciprocity of benefits" will inure to the property owner, the legislature has mandated that "[zoning] regulation [in a city] shall be made in accordance with the comprehensive plan."... *It is not a legislative accident that the city master plan must contain "a comprehensive zoning plan."*....
>
> The procedures by which cities and counties impose zoning controls on the use of land satisfy constitutional requirements. First, in each case *the zoning ordinance must be comprehensive.*

*Id.*, 178 Wis.2d at 94-95; 503 N.W.2d at 272 (emphasis added).

The source of the statutory requirement that zoning be comprehensive is the Standard Zoning Enabling Act ("SZEA") promulgated by the Department of Commerce Advisory Committee on Zoning.[10] First issued in 1924, Section 3 of the SZEA provides

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10. The Advisory Committee, appointed by then Commerce Secretary Herbert Hoover, was a blue ribbon panel, members of which included Edward M. Bassett, Esq. (the principal drafter of the New York City zoning ordinance; generally recognized as the first comprehensive zoning ordinance in the nation); Alfred Bettman, Esq. (who submitted the *amicus curiae* "Brandeis Brief" on behalf of the National Conference of City Planning in *Euclid*, that was a significant catalyst for this Court's upholding of comprehensive zoning on rehearing); and Frederick Law Olmsted (the renowned landscape architect who designed New York's Central Park).

that municipal zoning regulations "shall be made in accordance with a comprehensive plan. . .".[11] The SZEA was extraordinarily successful and became the basis for state zoning enabling laws in every state.[12]

Messrs. Bettman and Bassett, the principal legal drafters of the SZEA, were well aware that if zoning was not enacted comprehensively, it would stand little chance of being sustained as constitutional. In a pamphlet revised and issued prior to *Euclid* in 1926, entitled "A Zoning Primer," the Advisory Committee stated as follows: "When a zoning law is properly drawn there is no doubt that the courts will support it. . . . In fact, the courts have approved zoning whenever it was done sensibly and comprehensively.".[13]

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11. The full text of the SZEA is reprinted in 8 ZONING AND LAND USE CONTROLS § 53.01[1] (P. Rohan and E. Kelly, eds., 1997).

12. LAND USE PLANNING AND CONTROL LAW, Juergensmeyer and Roberts (West Pub. 1998) § 3.6, p. 46.

13. In their individual writings Messrs. Bettman and Bassett stressed the importance of comprehensiveness. *See* Bettman, Alfred, "Constitutionality of Zoning," 37 Harv.L.Rev. 834, 844-45 (1923), where Mr. Bettman wrote:

> The comprehensive plan, however, is not a mere arbitrary selection of districts, . . . but is the whole community's plan, motivated by the desire for the promotion of the best practicable districting of the whole territory for the benefit of all. In short, to adopt a colloquialism of the day, *it is the comprehensiveness which puts the "reason" into "reasonableness."* (Emphasis added).

*See also* Bassett, Edward M., "Constitutional Limitations on City Planning Powers" (a paper prepared on behalf of the N.Y.C. Committee on the City Plan and delivered at the National Conference on City Planning held at Kansas City, Mo., May 7-9, 1917) at 10, where Mr. Bassett stated that: "The framing of the [zoning] ordinance should follow careful investigations so that it will be reasonable, comprehensive and, not discriminatory."

Thus, the comprehensive plan requirement was included in the SZEA to codify applicable federal due process and equal protection constitutional requirements and thereby assure that municipal zoning did not violate federally protected constitutional rights. The decision of the Fifth Circuit is in conflict with the decisions of the state courts of last resort that have evaluated the SZEA's comprehensive plan requirement and held, that in the absence of comprehensiveness, zoning is arbitrary, irrational, unreasonable, and, *a fortiorari*, unconstitutional.

For example, the New York Court of Appeals, after noting that the comprehensive plan requirement has its genesis in the SZEA, stated that comprehensiveness is necessary to assure that zoning is "enacted for the benefit of the community as whole;" and that the comprehensive plan requirement "is not a mere technicality." Thus, the Court of Appeals held that zoning in accordance with a comprehensive plan "is the essence of zoning" and "[w]ithout it there can be no rational allocation of land use." *Udell, supra,* 21 N.Y.2d at 469; 288 N.Y.S.2d at 893; 235 N.E.2d at 900-901.[14]

4. An Important Question of Federal Law Is Presented

There is no more fundamental constitutional question in relation to the promulgation of zoning than whether due process and equal protection require comprehensiveness. The issue presented is as fundamental to the first prong of the two part test for constitutionality

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14. *See also East Lands, Inc. v. Floyd County*, 244 Ga. 761, 262 S.E.2d 51, 52, n.2 (1979) (noting that the statutory comprehensive plan requirement "is intended to avoid arbitrary, unreasonable or discriminatory use of zoning power"); and *Hewitt v. County Commissioners of Baltimore County*, 220 Md. 58, 63, 151 A.2d 144, 153 (1959) (noting the tendency to "equate comprehensive plan requirements with constitutional requirements").

enunciated in *Agins v. City of Tiburon*, 447 U.S. 255 (1980), as a categorical taking was found to be to in respect of the second prong of the test. *See Lucas v. South Carolina Coastal Commission*, 505 U.S. 1003 (1992).

Essentially, this case affords the Court the opportunity to establish the basic principles of federal law inherent to the enactment of all zoning. If given the opportunity to fully brief this issue, Petitioners would argue that the principles of comprehensiveness -- community-wide focus, reciprocal benefits and burdens, and wide or significant geographic inclusion -- are necessary to assure that zoning is not arbitrary, capricious or discriminatory. Petitioners cannot identify a more fundamental or important issue of federal law concerning the facial constitutionality of all zoning.[15]

5. The Question Presented Is Likely To Recur

Although zoning is prevalent in municipalities, large expanses of rural or semi-rural land throughout the United States are not zoned. Often military air installations are set in or near such unzoned lands. Accordingly, the mandate of the AICUZ Regulations, that air installations seek compatible use zoning, exerts strong pressure to zone such unzoned rural and semi-rural land. For example, Cannon Air Force Base, in Curry County, New Mexico, also caused a unit of local government to impose zoning on lands that were not

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15. Subsumed within the comprehensiveness issue is the question of whether it is a legitimate exercise of the City's police power to enact zoning for the sole benefit of the United States, not because of any identified harm that is being caused by private property owners, but because a military air installation is expanding its operations and the AICUZ Regulations prohibit acquisition of most private property rights by eminent domain. If given the opportunity to brief the issue, Petitioners would argue that such zoning is in conflict with comprehensive zoning.

otherwise zoned solely for the purpose of implementing an AICUZ Study. [16]

The constitutional issue of comprehensiveness becomes even more imperative when, as in this case, a municipality exercises zoning powers extraterritorially. Since the affected property owners cannot vote in municipal elections, only constitutional principles of due process and equal protection can check an otherwise unfettered exercise of zoning power. Articulation of the basic due process rights attendant to enactment of zoning is of great importance to all those property owners whose lands are not zoned and are in the vicinity of military air installations or are in rural or semi-rural parts of the United States and face zoning pressure.

Although AICUZ is the one source of pressure to zone such lands, pressure also arises from increased development and urban sprawl. Both sources of zoning pressure show no signs of abating. The constitutional question presented is likely to recur.

B. Liability Of The United States Under 42 U.S.C. § 1983

This case also presents an important issue of federalism and the proper constitutional relationship between United States agencies and instrumentalities of the states.

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16. In an unreported decision of the United States District Court for the District of New Mexico, the zoning was found not to be comprehensive and found to violate the New Mexico statutory requirement that zoning be adopted in accordance with a comprehensive plan. *See Snell v. Curry County* (N.M. 1989), No. 85-788-M, Memorandum Opinion and Order of Senior U.S. District Judge Edwin Mechem, dated September 6, 1989 granting Petitioners' summary judgment. The constitutional issues raised in this case were not presented in *Snell* because Curry County conceded that it was required to zone in accordance with a comprehensive plan under New Mexico law.

Reliance by DoD on local zoning powers exercised under color of state law to proscribe otherwise lawful non-harmful uses of land, in lieu of condemnation, appears to be unprecedented. No other federal agency has been identified that has adopted similar regulations and no case could be found alluding to analogous regulations by any other federal agency.

Whether federal agencies can eschew eminent domain and employ municipalities to adopt laws or regulations eliminating private property rights for the benefit of the United States, is an important question of federal law that has not been adjudicated.[17]

Relying on *De-Tom Enter., Inc. v. United States*, 552 F.2d 337 (Ct.Cl. 1977) and its progeny, the District Court held, and the Fifth Circuit affirmed, that the AICUZ process is simply a military air installation providing benign planning advice to the locality to aid in its land use planning efforts (Mem. Op., *infra* at A-19). In *De-Tom*, the Court of Claims held that the United States did not take

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17. In part, the District Court, as affirmed by the Fifth Circuit, sought to bypass this issue by stating that the Ordinance was actually enacted for the benefit of the surrounding property owners and needed to protect their safety. (Mem. Op., *infra* at A-9.) The Fifth Circuit's decision is in conflict with *Hageman v. Board of Trustees of Wayne Township*, 20 Ohio App.2d 12, 252 N.E.2d 507, 512 (Ct.App. 1969). There, the Ohio Court of Appeals: 1) struck down municipal zoning enacted to implement the Wright-Patterson Air Force Base AICUZ study; 2) rejected the contention that the zoning was enacted to protect property owners surrounding the base; and 3) held that "[t]he source of the threat to their safety lies in the present and future uses of Wright-Patterson Air Force Base, which are uses for the benefit of a governmental agency." *Id.*, 251 N.E.2d at 512.

In this regard, there is no factual dispute that the Sheppard Expansion triggered the preparation of the AICUZ Study and the enactment of the Ordinance. Neither the City nor the United States ever asserted that any uses of Petitioners' lands encroached upon or interfered with any Base activities.

private property when military air installation officials testified in opposition to a private property owner's proposal to rezone its property to allow significant new development.

Put simply, *De-Tom* holds that the mere act of opposing a proposed rezoning, without more, did not cause a taking by the United States. The Court concluded that the United States was acting, as any property owner could, to protect its interests. Under the facts and claims before the Court of Claims, Petitioners do not assert that *De-Tom* was decided in error.[18]

However, an important federal question is presented concerning potential liability of the United States and its agents on non-takings grounds when the United States military does not merely act defensively to preserve the *status quo*; but affirmatively seeks enactment of zoning, solely for the benefit of one of its air installations (via municipal powers exercised under color of state law), to prohibit numerous legal non-harmful land uses enumerated in the AICUZ Regulations.

It is disturbing that DoD adopted regulations forcing its air installations to seek such zoning from municipalities, yet now asserts that it cannot be held liable for any resulting unconstitutional zoning because its personnel were purportedly merely giving planning advice to localities. As posited by the United States, because only "advice" is being given, any liability arising from imposition of unconstitutional zoning rests solely with the municipality.

If given the opportunity to brief this issue, Petitioners would

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18. Of course, as *De-Tom* was litigated before the Court of Claims, the Court had no jurisdiction to consider whether any other non-takings basis for liability could exist under differing facts.

argue that the United States and/or its personnel are jointly liable with the City for imposition of unconstitutional zoning, as they collectively acted as "co-zoners" under the facts of this case. In that regard, it is significant that every land use regulation imposed by the Ordinance was incorporated by reference, or copied virtually *verbatim*, from the Sheppard AICUZ Study and those, in turn, were substantially copied from the AICUZ Regulations.

In other words, if the zoning called for in the AICUZ Regulations, crafted in the Sheppard AICUZ study, sought and obtained by Sheppard personnel from the City, is unconstitutional -- either because it is not comprehensive or otherwise is not a constitutionally permitted exercise of the municipal police power -- then, an important federal law question is presented, to wit: whether the United States and/or its personnel acted jointly with the City to deprive Petitioners of their federally protected constitutional rights under color of state law as proscribed by 42 U.S.C. § 1983? This federal question is likely to recur as other municipalities zone to implement AICUZ studies and should be settled by this Court now.

## CONCLUSION

For the reasons stated hereinabove, Petitioners pray that the Petition for Writ of Certiorari be granted.

Respectfully submitted,

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850 Third Avenue
New York, New York 10022
(212) 822-2247

July 9, 2001

UNITED STATES COURT OF APPEALS
FOR THE FIFTH CIRCUIT

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No. 99-11249

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CHESTER COX, JR., ET AL.,
Plaintiffs - Appellants,

versus

CITY OF WICHITA FALLS, TEXAS, a Texas Incorporated Municipality, ET AL.,
Defendants - Appellees.

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Appeal from the United States District Court
for the Northern District of Texas
(7:96-CV-145)

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Before GARWOOD, HALL,[1] and BARKSDALE, Circuit Judges.

PER CURIAM:[2]

**AFFIRMED**. See 5th Cir. R. 47.6.

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1. Circuit Judge of the Ninth Circuit, sitting by designation.

2. Pursuant to 5th CIR. R. 47.5, the court has determined that this opinion should not be published and is not precedent except under the limited circumstances set forth in 5th CIR. R. 47.5.4.

IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF TEXAS
WICHITA FALLS DIVISION

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| CHESTER COX, JR., et al, | § | |
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| Plaintiffs, | § | |
| | § | |
| vs. | § | Case No. 7:96-CV-145-X |
| | § | |
| CITY OF WICHITA | § | |
| FALLS, TEXAS, A Texas | § | |
| Incorporated Municipality, | § | |
| et al, | § | |
| | § | |
| Defendants. | § | |

**MEMORANDUM OPINION AND ORDER**

Before the Court are the following:

(1) City of Wichita Falls' Motion for Summary Judgment (and brief in support), filed January 27, 1999;

(2) Plaintiff's Memorandum of Law in Opposition to City of Wichita Falls' Motion for Summary Judgment, filed February 16, 1999;

(3) City of Wichita Falls' Brief in Reply to Plaintiff's Response to City of Wichita Falls' Motion for Summary Judgment, filed March 2, 1999;

(4) United States'[1] Motion for Summary Judgment (and brief in support), filed January 29, 1999;

(5) Plaintiffs' Memorandum of Law in Opposition to the United States' Motion for Summary Judgment, filed February 18, 1999;

(6) Undisputed Documents Relevant to Adjudication of the Parties' Pending Motions for Summary Judgment, filed February 18, 1999; and

(7) United States' Reply to Plaintiffs' Opposition to the United States' Motion for Summary Judgment, filed March 3, 1999.

After carefully considering the motions, briefs, supporting evidentiary submissions, and applicable law, the Court determines that no issues of material fact exist with respect to the issues raised in the motions for summary judgment. Therefore, the City of Wichita Falls' Motion for Summary Judgment and the United States' Motion for Summary Judgment are both GRANTED.

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1. The United States of America filed its Motion for summary Judgmetn on behalf of itself and on behalf of all Federal Officers and Federal Defendants named as parties. The Federal Defendants are: the United States of America; the United States Department of Defense; William H. Perry, in his Official Capacity as Secretary of the Department of Defense [or sucessor]; the United States Department of the Air force; Sheila Widnall, in her Official Capacity as Secretrary of the Department of the Air Force [or successor]; Sheppard Air Force Base; and General Michael Zettler, in his Official Capacity as Base Commander of Sheppard Air Force Base [or successor]. These entities and individuals will be collectively referred to herein as the "Federal Defendants."

## BACKGROUND

This is an action brought by owners of real property located outside the corporate limits of Wichita Falls, Texas (the "City") and within the unincorporated area of the County governed by a 1994 airport zoning ordinance known as Ordinance 155-94 (the "Ordinance") adopted by the City. The Plaintiffs live in close proximity to Sheppard Air Force Base ("Sheppard"), and are challenging the constitutionality of the Ordinance and the constitutionality of the Department of Defense ("DoD") regulations which establish the Air Installation Compatible Use Zone program ("AICUZ Regulations").[2]

The AICUZ program is a DoD planning program designed to promote compatible land use around airfields utilized by the military departments. As a part of the AICUZ process, military installations with a flying mission in the United States must publish reports that describe the obstruction, noise, and accident potential areas, evaluate the compatibility of current and projected land use, and provide recommendations for use by local communities. Noise studies and noise contour maps are a significant aspect of the AICUZ process. Under the AICUZ process, however, fundamental land use decisions remain subject to state and local authority.

Pursuant to the AICUZ Regulations, personnel at Sheppard prepared AICUZ Studies which recommended, *inter alia,* that zoning ordinances should be adopted or modified to reflect the compatible land uses outlined in the Sheppard AICUZ Studies. The City enacted the Ordinance, which incorporated the Sheppard

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2. 32 C.F.R. § 256.1 *et. seq.*

AICUZ Studies. The Ordinance's stated purpose is:

> "[T]o ensure protection of the utility of Sheppard Air Force Base/Wichita Falls Municipal Airport and the public investment by the regulation of land uses in the vicinity of Sheppard Air Force Base/Wichita Falls Municipal Airport where it has been determined that Sheppard Air Force Base is an essential part of the City and surrounding cities and counties. It is also the purpose of this provision to protect the health, safety, and general welfare of the public where it is recognized that obstructions, aircraft accidents, and excessive noise have the potential for endangering or harming the lives and/or property of users or occupants of land in the vicinity of Sheppard Air Force Base/Wichita Falls Municipal Airport."[3]

A. Plaintiffs' Contentions Regarding the Ordinance

The Ordinance regulates the use of property inside the City limits, as well as in an area of Wichita County outside the City limits (the "Extraterritorial Area"). The Ordinance is the only zoning governing the use of property in the Extraterritorial Area. Plaintiffs contend that there is no comprehensive plan for the unincorporated area of Wichita County, including the Extraterritorial Area. In the first cause of action, Plaintiffs contend that the Ordinance was not adopted in accordance with a comprehensive plan allegedly causing the Ordinance to be unconstitutional on its face insofar as it attempts to regulate the use of property in the Extraterritorial Area in violation of the due process and equal protection clauses of the Fifth and

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3. See Tab A to Undisputed Documents Relevant to Adjudication of the Parties' Pending Motions for Summary Judgment, Attachment A, Section 6405.

Fourteenth Amendments to the United States Constitution and the Texas State Constitution.

Plaintiffs also contend that the Ordinance was enacted for the purpose of granting valuable property rights to the United States which allegedly it could obtain directly and unilaterally only via condemnation. In the second cause of action, Plaintiffs allege that the Ordinance was not enacted for a legitimate police power purpose, but to eliminate the need for the United States to condemn such rights, which Plaintiffs contend is not a legitimate police power purpose and therefore violates the due process rights protected by the Fifth and Fourteenth Amendments to the United States Constitution, as well as the Texas State Constitution.

Plaintiffs also contend that the AICUZ Regulations require officials and employees of the United States to cause AICUZ Studies to be implemented by enactment of zoning ordinances pursuant to zoning powers granted to units of local government under color of state law. Plaintiffs contend that officials and employees of Sheppard joined with the City to create the Ordinance and cause its enactment under zoning powers granted to the City under state law. In the third cause of action, Plaintiffs allege that the adoption of the Ordinance violated Plaintiffs' civil rights in violation of 42 U.S.C. § 1983 in that it allegedly violated Plaintiffs' rights to due process of law and equal protection of the laws. Plaintiffs' further allege that these alleged joint conspiratorial actions also violate 42 U.S.C. § 1985. Plaintiffs further seek their attorneys' fees under 42 U.S.C. § 1988 for their efforts in seeking a declaration that the Ordinance is invalid and an injunction prospectively prohibiting its enforcement in the unincorporated area of Wichita County.

B. Plaintiffs' Contentions Regarding the Constitutionality of AICUZ Regulations

Plaintiffs also contend that Congress has not delegated any authority to DoD to promulgate the AICUZ Regulations or to adopt an AICUZ program. In the fourth cause of action, Plaintiffs allege that the AICUZ Regulations are an unconstitutional invasion of Congress' legislative powers.

Plaintiffs also contend that DoD, its departments and air installations have authority to purchase or condemn property rights which are necessary for maintenance and operation of the DoD's military air installations. Plaintiffs allege that DoD has no authority to evade the requirements that it obtain needed property rights via purchase or eminent domain. In the fifth cause of action, Plaintiffs allege that the AICUZ Regulations are *ultra vires* and unconstitutional because they require DoD, its departments, and its air installations to evade the requirement that property rights needed by the United States be condemned and just compensation paid. In addition, Plaintiffs contend the AICUZ Regulations require United States military air installations to seek the destruction of private property rights which the United States would never condemn. Thus, in the sixth cause of action, Plaintiffs allege that the AICUZ Regulations are *ultra vires,* arbitrary, and capricious. Finally, to the extent that the AICUZ Regulations mandate that an air installation must attempt to cause the enactment of a zoning ordinance to implement an AICUZ Study in an area in which there is no comprehensive zoning, Plaintiffs contend, in the seventh cause of action, that the AICUZ Regulations are unconstitutional in the Extraterritorial Area because they allegedly attempt to cause the creation of unconstitutional zoning.

## SUMMARY JUDGMENT

Summary judgment is appropriate when, viewing the evidence in the light most favorable to the nonmoving party, the summary judgment record demonstrates that no genuine issue of material fact exists, and therefore, the moving party is entitled to judgment as a matter of law. *Celotex Corp. v. Catrett,* 477 U.S. 317, 322-24 (1986). Once the movant has met its burden, the burden shifts to the nonmovant to establish with significant probative evidence that a material issue of fact exists. *Kansa Reinsurance Co., Ltd. v. Congressional Mortgage Corp. of Tex.,* 20 F.3d 1362, 1371(5th Cir. 1994). A dispute about a material fact is genuine "if the evidence is such that a reasonable jury could return a verdict for the nonmoving party." *Anderson v. Liberty Lobby, Inc.,* 477 U.S. 242, 248 (1986). The nonmovant may not rest upon the pleadings but must identify specific facts that establish a genuine issue exists for trial. *Little v. Liquid Air Corp.,* 37 F.3d 1069, 1075 (5th Cir. 1994). The nonmovant "must do more than simply show that there is some metaphysical doubt as to the material facts." *Matsushita Elec. Indus. Co. v. Zenith Radio Corp.,* 475 U.S. 574, 586 (1986).

In this case, all parties agree that there are no genuine issues of material fact existing and that this case should be decided by the Court on summary judgment.

## DISCUSSION

### A. Summary Judgment is Granted on Plaintiffs' First Cause of Action

In their first cause of action, Plaintiffs contend that the Ordinance was not adopted in accordance with a comprehensive

plan allegedly causing the Ordinance to be unconstitutional on its face insofar as it attempts to regulate the use of property in the Extraterritorial Area in violation of the due process and equal protection clauses of the Fifth and Fourteenth Amendments to the United States Constitution and the Texas State Constitution.[4] However, due to the existence of a Texas statute[5] which does not require the City to have a comprehensive plan to enact extraterritorial airport zoning around Sheppard, summary judgment is granted against Plaintiffs' on Plaintiffs' first cause of action.

While Texas Local Government Code § 211.004 does require municipalities (such as the City) to have a "comprehensive plan" for their general zoning, the Texas legislature chose different requirements when it enacted the airport zoning statute, Texas Local Government Code § 241.001, *et seq.* The most relevant section for purposes of this case, Section 241.015, specifically refers to comprehensive zoning ordinances but does not require incorporation of airport zoning regulations into a municipality's comprehensive plan. This is evident from the pertinent language of Section 241.015, which states:

"A political subdivision *may* incorporate an airport zoning

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4. Although Plaintiffs have made due process and equal protection claims under both the Texas and the United States Constitutions, the analysis of those claims is the same. *See Reid v. Rolling Fork Public Utility Dist.*, 979 F.2d 1084, 1089 (5th Cir. 1992) (equal protection); *Garza-Vale v. Kwiecien*, 796 S.W.2d 500, 505 (Tex. App. - San Antonio 1990, writ denied) (due process). As explained later in this Memorandum Opinion and Order, summary judgment is GRANTED against Plaintiffs on Plaintiffs' due process and equal protection claims.

5. Plaintiffs state in footnote 2 to their February 16, 1999 Memorandum of Law in Opposition to City of Wichita Falls' Motion for Summary Judgment that they are not challenging the constitutionality of any Texas state statute.

> regulation in a comprehensive zoning ordinance and administer and enforce it in connection with the administration and enforcement of the comprehensive zoning ordinance if: (1) the two zoning regulations apply, in whole or in part, to the same area; and (2) the comprehensive zoning ordinance includes, among other matters, a regulation on the height of buildings." (Emphasis added).

The Court concludes that had the Texas Legislature intended for airport zoning regulations to be mandatorily required to be incorporated into a comprehensive zoning ordinance, the Legislature would have used the word "shall" instead of "may." By using the word "may," an option was given to so incorporate in certain circumstances if the municipality so chooses (as opposed to a requirement being mandated).[6] In other words, if the Legislature had intended a comprehensive plan to be a requirement for airport zoning, it would have identified such a requirement in the statute (Section 241.015), which it did not do. Therefore, the fact that the Ordinance was not adopted in accordance with a comprehensive

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6. The Court also notes that Section 241.013 of the Texas Local Government Code specifically extends the extraterritorial jurisdiction of municipalities (such as the City), giving municipalities (such as the City) authority to extraterritorially zone certain areas near airports which are outside the political subdivision.

plan does not render the Ordinance to be unconstitutional.[7] Summary judgment is GRANTED against Plaintiffs on Plaintiffs' first cause of action.

B. Summary Judgment is Granted on Plaintiffs' Second Cause of Action

Plaintiffs contend that the Ordinance was enacted for the purpose of granting valuable property rights to the United States which allegedly it could obtain directly and unilaterally only via condemnation. In their second cause of action, Plaintiffs allege that the Ordinance was not enacted for a legitimate police power purpose, but to eliminate the need for the United States to condemn such rights, which Plaintiffs contend is not a legitimate police power purpose and therefore violates the due process rights protected by the Fifth and Fourteenth Amendments to the United States Constitution, as well as the Texas State Constitution. However, because the Court concludes that the Ordinance was enacted for a legitimate police power purpose and there was no violation of due process, summary judgment is GRANTED against Plaintiffs on Plaintiffs' second cause of action.

The Fifth Circuit has "'long insisted that review of municipal zoning is within the domain of the states, the business of their own

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7. The Court is similarly unpersuaded by Plaintiffs' argument that by virtue of the fact that the Ordinance was incorporated into the City's general zoning ordinance, the Ordinance must now somehow be accomplished in accordance with the comprehensive plan requirements for general zoning. This simple book-keeping decision to list the Ordinance within the general zoning ordinance was no doubt so as to allow the citizenry the ability to logically locate the Ordinance more easily. In essence, it was an indexing issue. The inescapable conclusion remains that under Section 241.015, the Ordinance is not unconstitutional on its face because it was not adopted in accordance with a comprehensive plan.

legislatures, agencies, and judiciaries, and should seldom be the concern of federal courts.'" *FM Properties Operating Co. v. City of Austin,* 93 F.3d 167, 173-74 (5th Cir. 1996), *citing Shelton v. City of College Station,* 780 F.2d 475, 477 (5th Cir. 1986) (en banc), *certs. denied,* 477 U.S. 905 and 479 U.S. 822 (1986). "Nonetheless, when challenges to such land-use decisions aspire to constitutional stature, we view those decisions as 'quasi-legislative' in nature, and thus sustainable against a substantive due process challenge if there exists therefor 'any conceivable rational basis.' (Citations omitted). In other words, such government action comports with substantive due process if the action is rationally related to a legitimate government interest." *FM Properties*, 93 F.3d at 174 (citations omitted). "Only if such government action is 'clearly arbitrary and unreasonable, having no substantial relation to the public health, safety, morals, or general welfare,' may it be declared unconstitutional." *Id.*

When legislation (such as a zoning ordinance) is challenged, whether on due process or equal protection grounds, it is presumed to be valid. *Goldblatt v. Town of Hempstead, N. Y.,* 369 U.S. 590, 594 (1962) (due process); *City of Cleburne, Tex. v. Cleburne Living Center,* 473 U.S. 432, 440 (1985) (equal protection); *See also Schafer v. City of New Orleans,* 743 F.2d 1086, 1089 (5th Cir. 1984) ("Zoning ordinances and similar regulations on the use of property are presumed valid"). Moreover, the City Council's legislative findings with respect to the Ordinance are cloaked with a presumption of validity and are to be given much deference. *FM Properties,* 93 F.3d at 175. That deference is so substantial that for Plaintiffs to successfully challenge this legislative judgment, Plaintiffs "must convince the court that the legislative facts on which [the Ordinance] is apparently based could not reasonably be conceived to be true by the governmental decisionmaker." *Id.; See also Shelton,* 780 F.2d at 479 (due process claim); *Vance v.*

*Bradley,* 440 U.S. 93, 110-111(1979) (equal protection claim). The true purpose of the Ordinance "(i.e., the actual purpose that may have motivated its proponents, assuming this can be known) is irrelevant for rational basis analysis. The question is only whether a rational relationship exists between [the Ordinance] and a *conceivable* legitimate governmental objective." *FM Properties,* 93 F. 3d at 174-75 (emphasis original). Even where it is contended that the purported rational basis for enacting an ordinance is merely a pretext to mask arbitrary and capricious action, if it is "at least debatable" that the ordinance has any rational basis, summary judgment is proper. *Texas Manufactured Housing Association, Inc. v. City of Nederland,* 101 F.3d 1095, 1106 (5th Cir. 1996), *cert. denied,* 521 U.S. 1112 (1997); *Shelton,* 780 F.2d at 483. Thus, the relevant inquiry for Plaintiffs' substantive due process challenge is whether there is a rational basis for the City's enactment and enforcement of the Ordinance.[8] *Nederland,* 101 F.3d at 1106; *Shelton,* 780 F.2d at 482 ("We hold that the outside limit upon a state's exercise of its police power in zoning decisions is that they must have a rational basis"); *Schaffer,* 743 F.2d at 1089 ("The due process clause, in its substantive sense, requires only that the regulation be reasonably related to a valid governmental purpose").

The Court concludes that the enactment of the Ordinance was a proper exercise of the police power and was rationally related to a legitimate governmental objective -- to protect the lives and property of the users of the airport at Sheppard, to protect the lives and property of the occupants of the land in the vicinity of the

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8. As stated in footnote 4 above, the analysis of Plaintiffs' due process claim under the Texas and United States Constitutions is the same.

airport at Sheppard,[9] and to preserve Sheppard as a viable social and economic resource for the City. Thus, it is clear that there exists a rational basis for the City's enactment of the Ordinance and it is clear that the Ordinance is reasonably related to a valid governmental purpose. Moreover, when enacting the Ordinance, the City Council found that the Ordinance would help to "protect the health, safety and general welfare of those living or working on or around Sheppard Air Force Base" and would "preserve Sheppard Air Force Base as a viable social and economic resource for the City and the North Central Texas area." Given the great deference that is given to these legislative findings of the City Council, Plaintiffs have failed to convince the Court "that the legislative facts on which [the Ordinance] is apparently based could not reasonably be conceived to be true by the governmental decisionmaker." *FM Properties*, 93 F.3d at 175. Therefore, Plaintiffs' pretext argument fails. Summary judgment is GRANTED against Plaintiffs on Plaintiffs' second cause of action.

C. Summary Judgment is Granted on Plaintiffs' Third Cause of Action

Plaintiffs contend that the AICUZ Regulations require officials and employees of the United States to cause AICUZ Studies to be implemented by enactment of zoning ordinances pursuant to zoning powers granted to units of local government

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9. The Texas Legislature has similarly recognized the dangers of airport hazards and the legitimate issues of public safety surrounding airport hazards. *See Texas Local Government Code § 241.002.* Because of these hazards, and in the interest of the public health, public safety, and general welfare, the Texas Legislature authorized political subdivisions to utilize the police power to prevent the creation of these hazards. *Id.* The Legislature also granted certain political subdivisions those powers set forth in Texas Local Government Code § 241.013.

under color of state law. Plaintiffs contend that officials and employees of Sheppard joined with the City to create the Ordinance and cause its enactment under zoning powers granted to the City under state law. In the third cause of action, Plaintiffs allege that the adoption of the Ordinance violated Plaintiffs' civil rights in violation of 42 U.S.C. § 1983 in that it allegedly violated Plaintiffs' rights to due process of law and equal protection of the laws. Plaintiffs' further allege that these alleged joint conspiratorial actions also violate 42 U.S.C. § 1985. Plaintiffs further seek their attorneys' fees under 42 U.S.C. § 1988 for their efforts in seeking a declaration that the Ordinance is invalid and an injunction prospectively prohibiting its enforcement in the unincorporated area of Wichita County.

"Section 1983 affords a private cause of action to any party deprived of a constitutional right under color of state law." *Nederland,* 101 F.3d at 1106. In the absence of a valid constitutional claim, summary judgment is appropriate on § 1983 claims. *Id.*

The relevant inquiry for Plaintiffs' substantive due process challenge is whether there is a rational basis for the City's enactment and enforcement of the Ordinance. *Nederland,* 101 F.3d at 1106; *Shelton,* 780 F.2d at 842 ("We hold that the outside limit upon a state's exercise of its police power in zoning decisions is that they must have a rational basis"); *Schaffer,* 743 F.2d at 1089 ("The due process clause, in its substantive sense, requires only that the regulation be reasonably related to a valid governmental purpose"). As for Plaintiffs' equal protection claim, this claim is "subject to the reasonable basis test, i.e., the decision of a governmental body does not violate the equal protection guarantees if there is any basis for the action that bears a debatably rational relationship to a conceivable legitimate governmental end." *Reid,* 979 F.2d at 1087.

Stated another way, an equal protection claim in the context of this case requires only rationality review, which, in the context of this case, requires merely that the classification drawn by the statute be rationally related to a legitimate state interest. *Nederland,* 101 F.3d at 1106; *Reid,* 979 F.2d at 1084 n. 11 ("The state standard parallels the federal standard when it states that any rational basis that can be conceived to support the legislative action under review will satisfy constitutional muster"). As stated above, the City was not required by law[10] to incorporate the Ordinance within its comprehensive plan, and the enactment of the Ordinance was a proper exercise of the police power and was rationally related to a legitimate governmental objective to protect the lives and property of the users of the airport at Sheppard, to protect the lives and property of the occupants of the land in the vicinity of the airport at Sheppard,[11] and to preserve Sheppard as a viable social and economic resource for the City. Thus, it is clear that there exists a rational basis for the City's enactment of the Ordinance and it is clear that the Ordinance is reasonably related to a valid governmental purpose. It is also clear that there is a basis for the action that bears a debatably rational relationship to a conceivable legitimate governmental end. In conclusion, the Court holds that Plaintiffs have not suffered a violation of their due process rights or their equal protection rights[12] and their § 1983 claim therefore fails because there is an absence of a valid constitutional claim. *Nederland,* 101 F.3d at 1106. Summary Judgment is GRANTED against Plaintiffs on Plaintiffs' § 1983 claim.

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10. Texas Local Government Code, §241.015.

11. See footnote 9 above.

12. See footnote 4 above.

As for Plaintiffs' claim under 42 U.S.C. §1985(3)[13], to state a claim under § 1985(3), a complaint must allege:

> "(1) a conspiracy of two or more persons; (2) for the purpose of depriving, either directly or indirectly, any person or class of persons equal protection of the laws, or of equal privileges and immunities under the laws; and (3) an act in furtherance of the conspiracy; (4) whereby a person is either injured in his person or property or deprived of any right or privilege of a citizen of the United States."

*Word of Faith World Outreach Center Church, Inc. v. Sawyer*, 90 F.3d 118, 124 (5th Cir. 1996), *cert. denied*, 520 U.S. 1117 (1997). Of course, "[e]ssential to the claim, however, is that the conspiracy be motivated by racial animus." *Id.* As Plaintiffs have not made any claim of racial animus, and as Plaintiffs have not satisfied the second element in that there is no deprivation of equal protection as set forth above, summary judgment is GRANTED against Plaintiffs on Plaintiffs' § 1985(3) claim. Summary judgment is also GRANTED against Plaintiffs on Plaintiffs' claim for attorneys' fees under 42 U.S.C. § 1988 since summary judgment has been granted against Plaintiffs on Plaintiffs' § 1983 and § 1985(3) claims.

D. Summary Judgment is Granted on Plaintiffs' Fourth Cause of Action

Plaintiffs contend that Congress has not delegated any authority to the DoD to promulgate the AICUZ Regulations or to

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13. Sub-parts (1) and (2) of § 1985 are not raised or implicated by Plaintiffs' allegations.

adopt an AICUZ program. In the fourth cause of action, Plaintiffs allege that the AICUZ Regulations are an unconstitutional invasion of Congress' legislative powers.

The Court has considered this claim and considers it to be wholly without merit. As a preliminary matter, the AICUZ Regulations cite the National Security Act of 1947, as amended, 61 Stat. 495 as their authority. More to the point, however, the Court agrees with the Federal Defendants' contention that it is disingenuous to contend that every single regulation or act, by an agency, must be specifically delineated by Congress. All that is required is that the agency have broad discretion to carry out its mission. Agencies (such as the DoD) possess, for the most part, broad discretion in carrying out their declared goals, and Congress has neither the time, nor the expertise, to micro-manage the day-to-day operations of the United States Air Force. It is also well established that agencies (such as the DoD) can promulgate rules or regulations in furtherance of their mission. The Court concludes that the AICUZ Regulations are not an unconstitutional invasion of Congress' legislative powers and summary judgment is GRANTED against Plaintiffs on Plaintiffs' fourth cause of action.

E. Summary Judgment is Granted on Plaintiffs' Fifth and Sixth Causes of Action

Plaintiffs contend that DoD, its departments and air installations have authority to purchase or condemn property rights which are necessary for maintenance and operation of the DoD's military air installations. Plaintiffs allege that DoD has no authority to evade the requirements that it obtain needed property rights via purchase or eminent domain. In the fifth cause of action, Plaintiffs allege that the AICUZ Regulations are *ultra vires* and unconstitutional because they require DoD, its departments, and its

air installations to evade the requirement that property rights needed by the United States be condemned and just compensation paid. In addition, Plaintiffs contend the AICUZ Regulations require United States military air installations to seek the destruction of private property rights which the United States would never condemn. Thus, in the sixth cause of action, Plaintiffs allege that the AICUZ Regulations are *ultra vires,* arbitrary, and capricious.

The Court has considered these claims and considers them to be wholly without merit. Summary judgment must be granted on both of these causes of action. As much as Plaintiffs do not want to recognize this fact, AICUZ studies are planning efforts. They do not control or regulate the use of private lands, and the determination to permit or restrict development or use of private lands is left to the local jurisdiction. *See Stephens v. United States,* 11 Cl. Ct. 352, 363 (1986) (AICUZ studies are "advisory only" and "the determination to build is ultimately left to the local jurisdiction"); *Blue v. United States,* 21 Cl. Ct. 359, 362 (1990) ("AICUZ studies are for advisory purposes only. The authority to permit or restrict development or use of private lands is left to the local jurisdiction"); *Branning v. United States,* 228 Ct. Cl. 240, 654 F.2d 88, 95 (1981), *aff'd,* 784 F.2d 361 (Fed. Cir. 1986) ("The AICUZ is a concept of identifying compatible and incompatible land use around an air station, the purpose being to guide compatible private development through the cooperation with local jurisdictions..."). Second, the United States (and its Air Force), like any other citizen or landowner, has the right to request local governments to make zoning changes. Therefore, it can participate in local land use proceedings like any other landowner or citizen who attempts to persuade the local legislative body to regulate land use in a manner which is consistent with his use of the land. *Blue,* 21 Cl. Ct. at 362; *De-Tom Enterprises, Inc. v United States,* 213 Ct. Cl. 362, 552 F.2d 337, 339-40 (1977). Thus, as has been

thoroughly chronicled above, there is nothing wrong with the United States (and its Air Force) requesting zoning changes from the City through its AICUZ program. The fact that it does request such changes does not magically transform the requests into unconstitutional actions. Moreover, since the authority to permit or restrict development or use of private land is left to the local jurisdiction, the Court rejects Plaintiffs' argument that the Federal Defendants are "co-zoners" with the City. Thus, to summarize, the Court holds that (1) the United States (and its Air Force), like any other citizen and landowner, has the right to request local governments to make zoning changes; (2) the fact that these requests originated with recommendations in an AICUZ study does not render the act of making them unconstitutional; (3) the fact that the power to condemn private property, subject to Congressional approval and the payment of just compensation, is a power inherent in the sovereign, does not make the act of requesting zoning changes unconstitutional, arbitrary, or capricious; and (4) the AICUZ Regulations do not carry with them any power to compel a local government to enact such zoning changes (thereby mandating rejection of Plaintiffs' co-zoner argument). For the above reasons, summary judgment must be GRANTED against Plaintiffs on Plaintiffs' fifth and sixth causes of action.

F. Summary Judgment is Granted on Plaintiffs' Seventh Causes of Action

Plaintiffs contend in their seventh cause of action that to the extent that the AICUZ Regulations mandate that an air installation must attempt to cause the enactment of a zoning ordinance to implement an AICUZ Study in an area in which there is no comprehensive zoning, the AICUZ Regulations are unconstitutional in the Extraterritorial Area because they allegedly attempt to cause the creation of unconstitutional zoning. Stated more succinctly, "[b]y

causing zoning that is not in accordance with a comprehensive plan, the AICUZ Regulations are unconstitutional as applied to Plaintiffs."[14] Of course, as discussed above, the Ordinance was not unconstitutional due to the fact that it was not adopted in accordance with a comprehensive plan. Accordingly, summary judgment is GRANTED against Plaintiffs on Plaintiffs' seventh cause of action.

## CONCLUSION

For the reasons discussed above, the City of Wichita Falls' Motion for Summary Judgment and the United States' Motion for Summary Judgment are both GRANTED and this case is hereby DISMISSED WITH PREJUDICE. Therefore, the City of Wichita Falls' Motion to Dismiss, filed January 27, 1999, is DENIED AS MOOT. Similarly, the Federal Defendants' Motion to Compel Answers to Interrogatories and Responses to Requests for Production of Documents and to Deem Admissions Admitted, filed December 17, 1998, is DENIED AS MOOT.

SO ORDERED this 1st day of September, 1999.

Joe Kendall
U.S. District Judge

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14. See page 15 of Plaintiffs' February 18, 1999 Memorandum of Law In Opposition to the United States' Motion for Summary Judgment.

IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF TEXAS
WICHITA FALLS DIVISION

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| CHESTER COX, JR., et al, | § | |
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| Plaintiffs, | § | |
| | § | |
| vs. | § | No. 7:96-CV-145-X |
| | § | |
| CITY OF WICHITA | § | |
| FALLS, TEXAS, A Texas | § | |
| Incorporated Municipality, | § | |
| et al, | § | |
| | § | |
| Defendants. | § | |

**JUDGMENT**

By a separate Memorandum Opinion and Order filed today, it is ORDERED, ADJUDGED, and DECREED that Plaintiffs take nothing against Defendants herein. Therefore, all of Plaintiffs' claims against all Defendants herein are DISMISSED WITH PREJUDICE.

SO ORDERED this 1st day of September, 1999.

Joe Kendall
U.S. District Judge

IN THE UNITED STATES DISTRICT COURT
FOR THE NORTHERN DISTRICT OF TEXAS
WICHITA FALLS DIVISION

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| CHESTER COX, JR., et al, | § | |
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| Plaintiffs, | § | |
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| FALLS, TEXAS, A Texas | § | |
| Incorporated Municipality, | § | |
| et al, | § | |
| | § | |
| Defendants. | § | |

**ORDER**

Plaintiffs' Motion for Relief from Judgment, for Leave to Amend the Complaint, and to add the State of Texas as a Party, filed on November 2, 1999, is hereby **DENIED**.

It is so **ORDERED**.

**JOE KENDALL**
**UNITED STATES**
**DISTRICT JUDGE**

**Signed on July 14, 2000.**

CODE OF FEDERAL REGULATIONS

TITLE 32--NATIONAL DEFENSE
SUBTITLE A--DEPARTMENT OF DEFENSE
CHAPTER I--OFFICE OF THE SECRETARY OF DEFENSE
SUBCHAPTER M--MISCELLANEOUS
PART 256
AIR INSTALLATIONS COMPATIBLE USE ZONES

Sec.

256.1 Purpose.
256.2 Applicability.
256.3 Criteria.
256.4 Policy.
256.5 The air installation compatible use program.
256.6 Runway classification by aircraft type.
256.7 Accident potential zone guidelines.
256.8 Land use compatibility guidelines for accident potential.
256.9 Real estate interests to be considered for clear zones and accident potential zone.
256.10 Air installations compatible use zone noise descriptors.
256.11 Effective date and implementation.

AUTHORITY: National Security Act of 1947, as amended, 61 Stat. 495.

SOURCE: 42 FR 773, Jan. 4, 1977, unless otherwise noted.

**§ 256.1 Purpose.**

This part: (a) Sets forth Department of Defense policy on achieving compatible use of public and private lands in the vicinity of military airfields; (b) defines (1) required restrictions on the uses and heights of natural and man-made objects in the vicinity of air installations to provide for safety of flight and to assure that people

and facilities are not concentrated in areas susceptible to aircraft accidents; and (2) desirable restrictions on land use to assure its compatibility with the characteristics, including noise, of air installations operations; (c) describes the procedures by which Air Installations Compatible Use Zones (AICUZ) may be defined; and (d) provides policy on the extent of Government interest in real property within these zones which may be retained or acquired to protect the operational capability of active military airfields (subject in each case to the availability of required authorizations and appropriations).

**§ 256.2 Applicability.**

This part applies to air installations of the Military Departments located within the United States, its territories, trusts, and possessions.

**§ 256.3 Criteria.**

(a) *General.* The Air Installations Compatible Use Zone for each military air installation shall consist of (1) land areas upon which certain uses may obstruct the airspace or otherwise be hazardous to aircraft operations, and (2) land areas which are exposed to the health, safety or welfare hazards of aircraft operations.

(b) *Height of obstructions.* The land area and height standards defined in AFM 86-8,[1] NavFac P-272 and P-80,[1] and TM 5-803-4[1] will be used for purposes of height restriction criteria.

(c) *Accident potential--*

(1) *General.*

(i) Areas immediately beyond the ends of runways and

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1. Filed as part of original. Copies available in the Office of the Assistant Secretary of Defense (Installations and Logistics) - ID, Washington, D.C. 20301.

along primary flight paths are subject to more aircraft accidents than other areas. For this reason, these areas should remain undeveloped, or if developed should be only sparsely developed in order to limit, as much as possible, the adverse effects of a possible aircraft accident.

(ii) DOD fixed wing runways are separated into two types for the purpose of defining accident potential areas. Class A runways are those restricted to light aircraft (See § 256.6) and which do not have the potential for development for heavy or high performance aircraft use or for which no foreseeable requirement for such use exists. Typically these runways have less than 10% of their operations involving Class B aircraft (§ 256.6) and are less than 8000 feet long. Class B runways are all other fixed wing runways.

(iii) The following descriptions of Accident Potential Zones are guidelines only. Their strict application would result in increasing the safety of the general public but would not provide complete protection against the effects of aircraft accidents. Such a degree of protection is probably impossible to achieve. Local situations may differ significantly from the assumptions and data upon which these guidelines are based and require individual study. Where it is desirable to restrict the density of development of an area, it is not usually possible to state that one density is safe and another is not. Safety is a relative term and the objective should be the realization of the greatest degree of safety that can be reasonably attained.

(2) *Accident potential and clear zones* (*See* § 256.7).

(i) The area immediately beyond the end of a runway is the "Clear Zone", an area which possesses a high potential for accidents, and has traditionally been acquired by the Government in fee and kept clear of obstructions to flight.

(ii) Accident Potential Zone I (APZ I) is the area beyond the clear zone which possesses a significant potential for accidents.

(iii) Accident Potential Zone II (APZ II) is an area beyond APZ I having a measurable potential for accidents.

(iv) Modifications to APZs I and II will be considered if:

(A) The runway is infrequently used.

(B) The prevailing wind conditions are such that a large percentage (i.e., over 80 percent) of the operations are in one direction.

(C) Most aircraft do not overfly the APZs as defined herein during normal flight operations (modifications may be made to alter these zones and adjust them to conform to the line of flight).

(D) Local accident history indicates consideration of different areas.

(E) Other unusual conditions exist.

(v) The takeoff safety zone for VFR rotary-wing facilities will be used for the clear zone; the remainder of the approach-departure zone will be used as APZ I.

(vi) Land use compatibility with clear zones and APZs is shown in § 256.8.

(d) *Noise–*

(1) *General.* Noise exposure is described in various ways. In 1964, the Department of Defense began using the Composite Noise Rating (CNR) system to describe aircraft noise. Several years ago the Noise Exposure Forecast (NEF) system began to replace CNR. In August 1974, the Environment Protection Agency notified all Federal agencies of intent to implement the Day-Night Average Sound Level (Ldn) noise descriptor, and this was subsequently

adopted by the DOD. This Ldn system will be used for air installations. Where AICUZ studies have been published using the CNR of NEF systems or where studies have progressed to the point that a change in the descriptor system is impractical or uneconomical, such studies may be published and continued in use. However, in such cases, data necessary for conversion to Ldn should be collected and studies should be revised as soon as time and budgetary considerations permit. However, if State or local laws require some other noise descriptor, it may be used in lieu of Ldn.

(2) *Noise Zones.*

(i) As a minimum, contours for Ldn 65, 70, 75 and 80 shall be plotted on maps as part of AICUZ studies.

(ii) See § 256.10 for a further discussion of Ldn use and conversion to Ldn from previously used systems.

**§ 256.4 Policy.**

(a) *General.* As a first priority step, all reasonable, economical, and practical measures will be taken to reduce and/or control the generation of noise from flying and flying related activities. Typical measures normally include siting of engine test and runup facilities in remote areas if practical, provision of sound suppression equipment where necessary, and may include additional measures such as adjustment of traffic patterns to avoid built-up areas where such can be accomplished with safety and without significant impairment of operational effectiveness. After all reasonable noise source control measures have been taken, there will usually remain significant land areas wherein the total noise exposure is such as to be incompatible with certain uses.

(b) *Compatible use land--*

(1) *General.*

(i) DOD policy is to work toward achieving compatibility between air installations and neighboring civilian communities by means of a compatible land use planning and control process conducted by the local community.

(ii) Land use compatibility guidelines will be specified for each Clear Zone, Accident Potential Zone, Noise Zone and combination of these as appropriate.

(iii) The method of control and regulation of land usage within each zone will vary according to local conditions. In all instances the primary objective will be to identify planning areas and reasonable land use guidelines which will be recommended to appropriate agencies who are in control of the planning functions for the affected areas.

(2) *Property rights acquisition--*

(i) *General.* While noise generated by aircraft at military air installations should be an integral element of land use compatibility efforts, the acquisition of property rights on the basis of noise by the Department of Defense may not be in the long term best interests of the United States. Therefore, while the complete requirement for individual installations should be defined prior to any programming actions, acquisition of interests should be programmed in accordance with the following priorities.

(ii) *Priorities.*

(A) The first priority is the acquisition in fee and/or appropriate restrictive easements of lands within the clear zones whenever practicable.

(B) Outside the clear zone, program for the acquisition of interests, first in Accident Potential Zones and secondly in high noise areas only when all possibilities of achieving compatible use zoning, or similar protection, have been exhausted and the operational integrity of the air installation is manifestly threatened. If programming actions are considered necessary, complete records of all discussions, negotiations, testimony, etc., with or before all local officials, boards, etc., must be maintained. This will ensure that documentation is available to indicate that all reasonable and prudent efforts were made to preclude incompatible land use through cooperation with local governmental officials and that all recourse to such action has been exhausted. Such records shall accompany programming actions and/or apportionment requests for items programmed prior to the date of this part. In addition, a complete economic analysis and assessment of the future of the installation must be included.

(1) Costs of establishing and maintaining compatible use zones must be weighed against other available options, such as changing the installation's mission and relocating the flying activities, closing the installation, or such other courses of action as may be available. In performing analyses of this type, exceptional care must be exercised to assure that a decision to change or relocate a mission is fully justified and that all aspects of the situation have been thoroughly considered.

(2) When, as a result of such analysis, it is determined that relocation or abandonment of a mission will be required, then no new construction shall be undertaken in support of such activities except as is absolutely necessary to maintain safety and operational readiness pending accomplishment of the changes required.

(iii) *Guidelines*. This part shall not be used as sole

justification for either the acquisition or the retention of owned interests beyond the minimum required to protect the Government.

(A) Necessary rights to land within the defined compatible use area may be obtained by purchase, exchange, or donation, in accordance with all applicable laws and regulations.

(B) If fee title is currently held or subsequently acquired in an area where compatible uses could be developed and no requirement for a fee interest in the land exists except to prevent incompatible use, disposal actions shall normally be instituted. Only those rights and interests necessary to establish and maintain compatible uses shall be retained. Where proceeds from disposal would be inconsequential, consideration may be given to retaining title.

(C) If the cost of acquiring a required interest approaches closely the cost of fee title, consideration shall be given to whether acquisition of fee title would be to the advantage of the Government.

(c) *Rights and interests which may be obtained.* When it is determined to be necessary for the Federal Government to acquire interests in land, a careful assessment of the type of interest to be acquired is mandatory. § 256.9 contains a listing of possible interests which should be examined for applicability.

(d) *Environmental impact statements.*

(1) Any actions taken with respect to safety of flight, accident hazard, or noise which involve acquisition of interests in land must be examined to determine the necessity of preparing an environmental impact statement in accordance with DOD Directive 6050.1, "Environmental Considerations in DOD Actions," March 19, 1974 (32 CFR Part 214).

(2) All such environmental impact statements must be forwarded to appropriate Federal and local agencies for review in accordance with DOD Directive 6050.1 (32 CFR Part 214).

(3) Coordination with local agencies will be in accordance with OMB Circular A-95.

**§ 256.5 The air installation compatible use program.**

(a) The Secretaries of the Military Departments will develop, implement and maintain a program to investigate and study all air installations in necessary order of priority to develop an Air Installation Compatible Use Zone (AICUZ) program for each air installation consistent with § 256.4. AICUZ studies which contain an analysis of land use compatibility problems and potential solutions shall be developed and updated as necessary. As a minimum, each Study shall include the following:

(1) Determination by detailed study of flight operations, actual noise and safety surveys if necessary, and best available projections of future flying activities, desirable restrictions on land use due to noise characteristics and safety of flight;

(2) Identification of present incompatible land uses;

(3) Identification of land that if inappropriately developed would be incompatible;

(4) Indication of types of desirable development for various land tracts;

(5) Land value estimates for the zones in question.

(6) Review of the airfield master plans to ensure that existing and

future facilities siting is consistent with the policies in this part.

(7) Full consideration of joint use of air installations by activities of separate Military Departments whenever such use will result in maintaining operational capabilities while reducing noise, real estate and construction requirements.

(8) Recommendations for work with local zoning boards, necessary minimum programs of acquisition, relocations, or such other actions as are indicated by the results of the Study.

(b) *Procedures.* In developing AICUZ Studies the Secretaries of Military Departments shall:

(1) Follow the review and comment procedures established under OMB Circular A- 95;

(2) Ensure that appropriate environmental factors are considered; and

(3) Ensure that other local, State or Federal agencies engaged in land use planning or land regulation for a particular area have an opportunity to review and comment upon any proposed plan or significant modification thereof.

(c) *Coordination with State and local governments.* Secretaries of the Military Departments shall develop procedures for coordinating AICUZ Studies with the land use planning and regulatory agencies in the area. Developing compatible land use plans may require working with local governments, local planning commissions, special purpose districts, regional planning agencies, state agencies, state legislatures, as well as the other Federal agencies. Technical assistance to local, regional, and state agencies

to assist them in developing their land use planning and regulatory processes, to explain an AICUZ Study and its implications, and generally to work toward compatible planning and development in the vicinity of military airfields, should be provided.

(d) *Property rights acquisition*. The AICUZ Study shall serve as the basis for new land acquisitions, property disposal, and other proposed changes in Military Departments real property holdings in the vicinity of military airfields where applicable.

(e) *Required approvals*. Based on the results of the AICUZ Studies, each Military Department will prepare recommendations for individual installations AICUZ programs for approval as follows:

(1) The Secretaries of the Military Departments or their designated representatives will review and approve the AICUZ Studies establishing the individual air installation AICUZ program.

(2) When relocation or abandonment of a mission or an installation is apparently required, the Secretaries of the Military Departments will submit the proposed plan for the installation, with appropriate recommendations, to the Secretary of Defense for approval.

(3) A time-phased fiscal year plan for implementation of the AICUZ program in priority order, consistent with budgetary considerations, will be developed for approval by the Secretaries of the Military Departments, or their designated representatives. These plans will serve as the basis for all AICUZ actions at the individual installations.

(f) *Coincident actions*. The Secretaries of the Military

Departments will also take action to assure in accordance with § 256.4 (a) and (b) that:

(1) As the first priority action in developing an AICUZ program, full attention is given to safety and noise problems.

(2) In all planning, acquisition and siting of noise generating items, such as engine test stands, full advantage is taken of available alleviating measures, such as remote sites or sound suppression equipment.

(3) The noise exposure of on-installation facilities and personnel are considered together with that off the installation.

(4) There is development or continuation with renewed emphasis, of programs to inform local governments, citizens groups, and the general public of the requirements of flying activities, the reasons therefore, the efforts which may have been made or may be taken to reduce noise exposure, and similar matters which will promote and develop a public awareness of the complexities of air installation operations, the problems associated therewith, and the willingness of the Department of Defense to take all measures possible to alleviate undesirable external effects.

(g) Responsibilities for the acquisition, management and disposal of real property are defined in DOD Directive 4165.6, "Real Property; Acquisition, Management and Disposal," September 15, 1955 (20 FR 7113).

(h) The Deputy Assistant Secretary of Defense (Installations and Housing) will examine the program developed pursuant to this Part, and from time to time review the progress thereunder to assure conformance with policy.

**§ 256.6 Runway classification by aircraft type.**

*Class A runways*

S-2, VC-6, C-1, C-2, TC-4C, U-10, U-11, LU-16, TU-16, HU-16, C-7, C-8, C-12, C- 47, C-117, U-21, QU-22, E-1, E-2, O-1, U-1, U-3, U-6, U-8, U-9, O-2, OV-1, OV- 10, T-28, T-34, T-41, T-42.

*Class B runways*

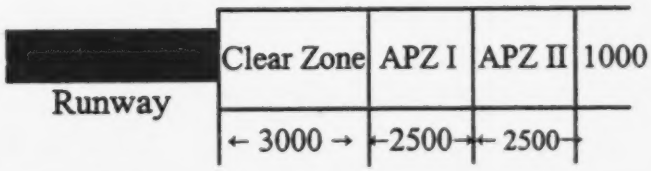
A-1, A-3, A-4, A-5, A-6, F-106, F-5, F-15, F-18, S-3, C-121, EC-121, WC-121, C- 123, C-130, A-7, A-38, AV-8, P-2, P-3, T-29, T-33, T-37, T-39, T-1, HC-130B, C-131, C-140, C-5A, KC-97, F-9, F-14, F-4, F-8, F-111, T-2, T-38, B-52, B-57, B-57F, C-124, EC-130E, HC-130, C-135, VC-137, YF-12, SR-71, F-100, F-101, F- 102, B-66, C-9, C-54, C-97, C-118, C-141, KC-135, EC-135, RC-135, U-2, F-104, F-105, C-119.

[42 FR 13022, Mar. 8, 1977]

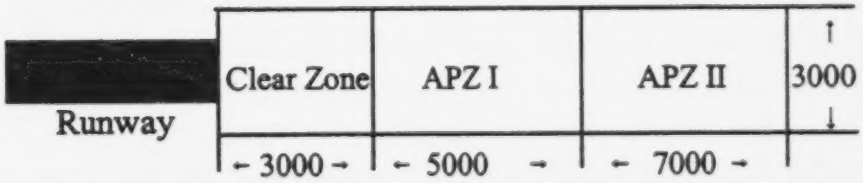
**§ 256.7 Accident potential zone guidelines.**

Class A Runway

All dimensions in feet




Class B Runway




Width of clear zone may be based on individual service analysis of highest accident potential area for specific runway use and varied based on acquisition constraints. 3000 foot wide clear zone is desirable for new construction.

**§ 256.8 Land use compatibility guidelines for accident potential.**

ZONES AND FOOTNOTES-LAND USE CATEGORY
[See footnotes at end of table]

| | Compatibility[1] | | |
|---|---|---|---|
| | Clear zone | APZ I | APZ II |
| Residential: | | | |
| Single family | No | No | Yes.[2] |
| 2 to 4 family | do | do | No. |
| Multifamily dwellings | do | do | Do. |
| Group quarters | do | do | Do. |
| Residential hotels | do | do | Do. |
| Mobile home parks or courts | do | do | Do. |
| Other residential | do | do | Do. |
| Industrial manufacturing:[3] | | | |
| Food and kindred products | do | do | Yes. |
| Textile mill products | do | do | Do. |
| Apparel | do | do | No. |
| Lumber and wood products | do | Yes | Do. |
| Furniture and fixtures | do | do | Do. |
| Paper and allied products | do | do | Do. |
| Printing, publishing | do | do | Do. |
| Chemicals and allied products | do | No | No. |
| Petroleum refining and related industries | do | do | Do. |
| Rubber and miscellaneous plastic goods | do | do | Do. |
| Stone, clay, and glass products | do | Yes | Yes. |

| | Compatibility[1] | | |
|---|---|---|---|
| | Clear zone | APZ I | APZ II |
| Primary metal industries ..... | do | do | Do. |
| Fabricated metal products ..... | do | do | Do. |
| Professional, scientific and controlling instruments..... | do | No | No. |
| Misc. manufacturing ..... | do | Yes | Yes. |
| Transportation, communications and utilities:[4] | | | |
| Railroad, rapid rail transit (on-grade)..... | Yes | Yes[4] | Yes. |
| Highway and street ROW ..... | do | Yes | Do. |
| Auto parking ..... | No | do | Do. |
| Communication ..... | Yes | do | Do. |
| Utilities ..... | do | Yes[4] | Do. |
| Other transportation, communications and utilities.. | do | Yes | Do. |
| Commercial/retail trade: | | | |
| Wholesale trade ..... | No | do | Do. |
| Building materials-retail ..... | do | do | Do. |
| General merchandise-retail ..... | do | No | Do. |
| Food-retail ..... | do | do | Do. |
| Automotive, marine, aviation-retail..... | do | Yes | Do. |
| Apparel and accessories-retail... | do | No | Do. |
| Furniture, homefurnishing-retail..... | do | do | Do. |
| Eating and drinking places ..... | do | do | No. |
| Other retail trade ..... | do | do | Yes. |

| | Compatibility[1] | | |
|---|---|---|---|
| | Clear zone | APZ I | APZ II |
| Personal and business services:[5] | | | |
| Finance, insurance and real estate | do | do | Do. |
| Personal services | do | do | Do. |
| Business services | do | do | Do. |
| Repair services | do | Yes | Do. |
| Professional services | do | No | Do. |
| Contract construction services | do | Yes | Do. |
| Indoor recreation services | do | No | Do. |
| Other services | do | do | Do. |
| Public and quasi-public services: | | | |
| Government service | do | do | Yes.[5] |
| Educational services | No | No | No. |
| Cultural activities | do | do | Do. |
| Medical/other health services | do | do | Do. |
| Cemeteries | do | Yes[6] | Yes.[6] |
| Nonprofit organization including churches | do | No | No. |
| Other public and quasi-public services | do | do | Yes. |
| Outdoor recreation: | | | |
| Playground's neighboring parks | do | do | Yes. |
| Community and regional parks | do | Yes[7] | Yes.[7] |
| Nature exhibits | do | Yes | Yes. |
| Spectator sports including arenas | do | No | No. |
| Golf course,[8] riding stables[9] | do | Yes | Yes. |

| | Compatibility[1] | | |
|---|---|---|---|
| | Clear zone | APZ I | APZ II |
| Water based recreational areas.. | do | do | Do. |
| Resort and group camps ..... | do | No | No. |
| Entertainment assembly ..... | do | do | Do. |
| Other outdoor recreation ..... | do | Yes[7] | Yes. |
| Resource production and extraction and open land: | | | |
| Agriculture[10] ..... | Yes | Yes | Do. |
| Livestock farming, animal breeding[11] ..... | No | do | Do. |
| Forestry activities[12] ..... | No[13] | Yes | Do. |
| Fishing activities and related services[14] ..... | No[15] | Yes[14] | Do. |
| Mining activities ..... | No | Yes | Do. |
| Permanent open space ..... | Yes | do | Do. |
| Water areas[14] ..... | do | do | Do. |

Footnotes.

1. A "Yes" or "No" designation for compatible land use is to be used only for gross comparison. Within each, uses exist where further definition may be needed as to whether it is clear or normally acceptable/unacceptable owing to variations in densities of people and structures.

2. Suggested maximum density 1-2 DU/AC, possibly increased under a planned unit development where maximum lot covered less than 20 percent.

3. Tactics to be considered: Labor intensity, structural coverage, explosive characteristics, air pollution.

4. No passenger terminals and no major above ground transmission lines in APZ I.

5. Low intensity office uses only. Meeting places, auditoriums, etc., not recommended.

6. Excludes chapels.

7. Facilities must be low intensity.

8. Clubhouse not recommended.

9. Concentrated rings with large classes not recommended.

10. Includes livestock grazing but excludes feedlots and intensive animal husbandry.

11. Includes feedlots and intensive animal husbandry.

12. No structures (except airfield lighting), buildings or above ground utility/communication lines should be located in the clear zone. For further runway safety clearance limitations pertaining to the clear zone see AFM 86-6 TM 5-803-4 and NAVFAC P-80.[2]

13. Lumber and timber products removed due to establishment, expansion or maintenance of clear zones will be disposed of in accordance with DoD Instruction 4170.7, "Natural Resources-Forest Management," June 21, 1965 (32 CFR 233) and DoD Instruction 7310.1, "Accounting and Reporting for Property Disposal and Proceeds from Sale of Disposable Personal Property and Lumber or Timber Products," July 10, 1970.[1]

14. Includes hunting and fishing.

15. Controlled hunting and fishing may be permitted for the purpose of wildlife control.

**§ 256.9 Real estate interests to be considered for clear zones and accident potential zone.**

(a) The right to make low and frequent flights over said land and to generate noises associated with:

(1) Aircraft in flight, whether or not while directly over said land,

(2) Aircraft and aircraft engines operating on the ground at said base, and,

(3) Aircraft engine test/stand/cell operations at said base.

(b) The right to regulate or prohibit the release into the air of any substance which would impair the visibility or otherwise interfere with the operations of aircraft, such as, but not limited to, steam, dust and smoke.

(c) The right to regulate or prohibit light emissions, either direct or indirect (reflective), which might interfere with pilot vision.

(d) The right to prohibit electrical emissions which would interfere with aircraft and aircraft communications systems or aircraft navigational equipment.

(e) The right to prohibit any use of the land which would unnecessarily attract birds or waterfowl, such as, but not limited to, operation of sanitary landfills, maintenance of feeding stations or the growing of certain types of vegetation attractive to birds or waterfowl.

(f) The right to prohibit and remove any buildings or other non-frangible structures.

(g) The right to top, cut to ground level, and to remove trees, shrubs, brush or other forms of obstruction which the installation commander determines might interfere with the operation of aircraft, including emergency landings.

(h) The right of ingress and egress upon, over and across said land for the purpose of exercising the rights set forth herein.

(i) The right to post signs on said land indicating the nature and extent of the Government's control over said land.

(j) The right to prohibit land uses other than the following:

(1) Agriculture.

(2) Livestock grazing.

(3) Permanent open space.

(4) Existing water areas.

(5) Rights of way for fenced two lane highways, without sidewalks or bicycle trails and single track railroads.

(6) Communications and utilities rights of way, provided all facilities are at or below grade.

(k) The right to prohibit entry of persons onto the land except in connection with activities authorized under paragraphs (a), (b), (c), and (f) of this section.

(l) The right to disapprove land uses not in accordance with § 256.8.

(m) The right to control the height of structures to insure that they do not become a hazard to flight.

(n) The right to install airfield lighting and navigational aids.

**§ 256.10 Air installations compatible use zone noise descriptors.**

(a) Composite Noise Rating (CNR) and Noise Exposure Forecast (NEF) values as previously required by Sections III., IV., and V. of DOD Instruction 4165.57, "Air Installations Compatible Use Zones," July 30, 1973[1] will no longer be used.

(b) Where CNR 100 (or the quietest boundary of CNR Zone 2 if otherwise computed) or NEF 30 would previously have been used, data shall be collected sufficient to permit computation of Ldn 65 noise contours and these noise contours shall be plotted on maps accompanying AICUZ studies.

(c) Where CNR 115 (or the boundary of CNR Zone 3 if otherwise computed) or NEF 40 would previously have been used, data shall be collected sufficient to permit computation of Ldn 75 noise contours and these noise contours shall be plotted on maps accompanying AICUZ studies.

(d) Where previous studies have used CNR or NEF, for meters of policy, noise planning and decisionmaking, areas quieter than Ldn 65 shall be considered approximately equivalent to the previously used CNR Zone 1 and to areas quieter than NEF 30. The area between Ldn 65 and Ldn 75 shall be considered approximately equivalent to the previously used CNR Zone 2 and to the area between NEF 30 and NEF 40. The area of higher noise than Ldn 75 shall be considered approximately equivalent to the previously used CNR Zone 3 and to noise higher the NEF 40. The procedures shall remain in effect only until sufficient data to compute

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[1] Filed as part of original. Copies available in the Office of the Assistant Secretary of Defense (Installations and Logistics)--IO, Washington, D.C. 20301.

land values can be obtained.

(e) When computing helicopter noise levels using data collected from meters, a correction of +7db shall be added to meter readings obtained under conditions where blade slap was present until and unless matters are developed which more accurately reflect true conditions.

(f) Noise contours less than Ldn 65 or more than Ldn 80 need not be plotted for AICUZ studies.

(g) Since CNR noise levels are not normally directly convertible to Ldn values without introducing significant error, care should be exercised to assure that personnel do not revise previous studies by erroneously relabeling CNR contours to the approximately equivalent Ldn values.

(h) Where intermittent impulse noises are such as are associated with bombing and gunnery ranges are of importance such noises will be measured using standard "C" weighing of the various frequencies to insure a description most representative of actual human response.

**§ 256.11 Effective date and implementation.**

This part is effective immediately. Two copies of implementing regulations shall be forwarded to the Assistant Secretary of Defense (Installations and Logistics) within 90 days after publication of final rules.

**ORDINANCE NO. 155-94**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS, AMENDING ARTICLE II, SECTIONS 3-16 THROUGH 3-36 OF THE CODE OF ORDINANCES IN THEIR ENTIRETY; AMENDING SECTION 6400 OF THE ZONING ORDINANCE TO INCLUDE SUCH AMENDMENTS IN THE ZONING ORDINANCE; PROVIDING FOR THE APPLICATION AND ENFORCEMENT OF BUILDING CODES AS APPLIED TO THE CITY OF WICHITA FALLS FOR AREAS OUTSIDE THE CITY LIMITS OF WICHITA FALLS, BUT WITHIN THE 65 DECIBEL CONTOUR OF A NOISE ZONE AS SHOWN IN THE MOST RECENT AICUZ STUDY FOR SHEPPARD AIR FORCE BASE; PROVIDING A REPEALER CLAUSE; DECLARING A STATE OF EMERGENCY; AND FINDING AND DETERMINING THAT THE MEETING AT WHICH THIS ORDINANCE WAS DISCUSSED WAS OPEN TO THE PUBLIC AS REQUIRED BY LAW.

WHEREAS, the City Council has accepted a Final Report from the Airport Zoning Board as required by Chapter 241 of the Local Government Code; and,

WHEREAS, the adoption of this ordinance helps to protect the health, safety and general welfare of those living or working on or around Sheppard Air Force Base; and,

WHEREAS, said Report is in conformance with the intent of the City of Wichita Falls as a viable social and economic resource for the City and the North Central Texas area; and,

WHEREAS, amending Article II, Sections 3-16 through 3-36 of the Code of Ordinances further accomplishes this intent.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF WICHITA FALLS, TEXAS THAT:

Section 1. Article II, Sections 3-16 through 3-36 of the Code of Ordinances is amended in its entirety and hereby included in the Zoning Ordinance as shown in Attachment "A."

Section 2. The City Council of the City of Wichita Falls orders that building codes by (sic) applied and enforced in that area outside of the City limits, but limited to that area shown within the 65 decibel noise contour as shown in the latest AICUZ study for Sheppard Air Force Base.

Section 3. All ordinances in conflict herewith are hereby repealed, specifically Ordinance No. 100-82, codified as Chapter 3, Article II of the Code of Ordinances.

Section 4. This ordinance is declared to be an emergency measure and shall become effective immediately upon its passage.

Section 5. It is hereby officially found and determined that the meeting at which this ordinance was passed was open to the public as required by law.

PASSED and APPROVED this 20th day of December, 1994.

S/ Mayor of the City of Wichita Falls

Attest:
City Clerk

## ATTACHMENT A

### 6400 AIRPORT ZONING

### 6405 PURPOSE

The purpose of the Airport Zoning provision is to ensure protection of the utility of Sheppard Air Force Base/Wichita Falls Municipal Airport and the public investment by the regulation of land uses in the vicinity of Sheppard Air Force Base/Wichita Falls Municipal Airport where it has been determined that Sheppard Air Force Base is an essential part of the City and surrounding cities and counties.

It is also the purpose of this provision to protect the health, safety, and general welfare of the public where it is recognized that obstructions, aircraft accidents, and excessive noise have the potential for endangering or harming the lives and/or property of users or occupants of land in the vicinity of Sheppard Air Force Base/Wichita Falls Municipal Airport.

### 6410 APPLICABILITY

Airport Zoning regulations shall apply to all of the incorporated areas of the City of Wichita Falls and unincorporated areas which are located within a Accident Potential Zone, Noise Zone or Height Restriction Zone as described herein. The use of all land and any buildings or structures located upon the land, and the height, construction, reconstruction, alteration, expansion or relocation of any building or structure upon the land shall conform to all regulations applicable to this section. No land, building, structure or premise shall be constructed and/or used for any purpose or in any manner other than is permitted in this section.

The Airport Zoning regulation shall be in accordance with

prescribed regulations contained in Chapter 241 of the Local Government Code.

**6415 AIRPORT ZONING BOARD**

The Planning and Zoning Commission for the City of Wichita Falls shall be responsible for all duties and powers granted to an Airport Zoning Board as required by Chapter 241 of the Local Government Code.

**6420 PERMITTED USES**

Refer to the Land Use Compatibility Table included herein for permitted, controlled, and prohibited land uses in accordance with the latest AICUZ study for Sheppard Air Force Base.

**6425 DEFINITIONS**

For the purpose of this provision, the following definitions shall apply to the interpretation of Section 6400:

AICUZ - Air Installation Compatible Use Zone.

Accident Potential Zone I (APZ I) - An area of accident potential and noise located beyond the Clear Zone of each runway.

Accident Potential Zone II (APZ II) - An area of accident potential and noise located beyond APZ I of each runway.

Airport - Means the Sheppard Air Force Base/Wichita Falls Municipal Airport.

Airport Elevation - Means the established elevation of the highest point on the usable landing area measured in feet from mean sea level. This elevation has been established at the Sheppard Air Force Base/Wichita Falls Municipal Airport as 1,015 feet above mean sea

level.

Airport Hazard - Means any structure or use of land which obstructs the airspace required for the flights of aircraft or which obstructs or interferes with the control or tracking and/or data acquisition in the landing, taking off or flight at an airport or at any installation or facility relating to flight and tracking and/or data acquisition of the flight craft; or which is hazardous, interfering with, or obstructing such landing, taking off or flight of aircraft; or which is hazardous to or interferes with tracking and/or data acquisition pertaining to flight and flight vehicles.

Airport Hazard Area - Means any area of land or water upon which an airport hazard might be established if not prevented as provided herein.

Centerline - means a line extending through the midpoint of each end of a runway.

Compatible Land Use - Includes any use of land adjacent to an airport that will protect the owners, occupants or users of the land from levels of noise or vibrations created by the operations of the airport, including the taking off and landing of aircraft, that may endanger the health, safety or welfare of the owners, occupants or users of the land and protect airport users from airport hazards.

Hazard to Air Navigation - An obstruction determined to have a substantial adverse effect on the safe and efficient utilization of navigable airspace.

Height - For the purpose of determining the height limits in all zones set forth in this provision and shown in the AICUZ study, the datum shall be mean sea level elevation unless otherwise specified.

Instrument Runway - Means existing or planned runway(s) of at least four thousand (4,000) feet for which there is or is planned to be an instrument landing procedure published by a defense agency of the federal government or by the Federal Aviation Administration.

Landing Area - Means the surface area of the airport used for landing, take-off or taxiing of aircraft.

Nonconforming Use - Any structure or use of land which was inconsistent with these provisions on October 31, 1982.

Obstruction - Any structure or other object, including a mobile object, which exceeds a limiting height set forth in this provision.

Person - Means an individual, firm, partnership, corporation, company, association, joint stock association or body politic and includes a trustee, receiver, assignee, administrator, executor, guardian or other representative.

Primary Surface - These surfaces are set established herein. (The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline.)

Runway - A defined area on an airport prepared for landing and take-off of aircraft along its length.

Structure - An object, including a mobile object, constructed or installed by man, including, but not limited to buildings, towers, cranes, smokestacks, earth formations and overhead transmission lines.

**6430 ACCIDENT POTENTIAL ZONES**

Accident Potential Zones are established within the area of the Sheppard Air Force Base/Wichita Falls Municipal Airport for the purpose of regulating the development of areas which possess an accident potential hazard so as to promote compatibility between the airport and the surrounding land uses, protect the airport from incompatible encroachment, and promote the health, safety and general welfare of property users.

A. Zone Boundaries. The boundaries of said zones are established as shown on the map included in the latest AICUZ study for Sheppard Air Force Base. Accident Potential Zones are located beyond the Clear Zone at the end of the runways and are:

1. For runway 17/35, Accident Potential Zones I and II shall be one thousand (1,000) feet wide and two thousand five hundred (2,500) feet long.

2. For runways 15R/C/L and 33L/C/R, Accident Potential Zone I (APZ I) shall be three thousand (3,000) feet wide and five thousand (5,000) feet long; Accident Potential Zone II (APZ II) shall be three thousand (3,000) feet wide and seven thousand (7,000) long.

B. Compatible Uses. Compatible uses within each Accident Potential Zone are established as shown in the latest AICUZ study for Sheppard Air Force Base. Only compatible uses will be allowed.

**6435 NOISE ZONES**

For the purpose of regulating the development of areas which possess a noise hazard to certain land uses, so as to promote compatibility between the airport and the surrounding land uses,

protect the airport from incompatible encroachment, and promote and protect the health, safety and general welfare of property users, Noise Zones are established within the area of the Sheppard Air Force Base/Wichita Falls Municipal Airport.

A. Zone Boundaries. The boundaries of said zones are established as shown on the map included in the latest AICUZ study for Sheppard Air Force Base. Noise Zones are located within the 65db or greater noise contour as shown in the latest AICUZ study for Sheppard Air Force Base:

B. Compatible Uses. Compatible uses within the Noise Zone are established as shown in the latest AICUZ study for Sheppard Air Force Base. Only compatible uses will be allowed.

**6440 HEIGHT RESTRICTION ZONES**

In order to carry out the provisions included herein as it pertains to height restrictions, there are established certain height restriction zones which include all of the land lying beneath the Approach-Departure Clearance Surface, Inner Horizontal Surface, Conical Surface, Outer Horizontal Surface, and Transitional Surface as they apply to Sheppard Air Force Base/Wichita Falls Municipal Airport. Such zones and height restrictions are shown in the most recent AICUZ study of Sheppard Air Force Base. The various zones are established and defined as follows:

A. Zones Related to Runways

1. Primary Zone (A Zone). All of the land area lying beneath a Primary Surface, which is a surface on the ground centered lengthwise of the runway and extending two hundred (200) feet beyond each end of that runway. The width of the primary surfaces are:

a. For runway 17/35, one thousand (1,000) feet.

b. For runways 15R/33L, 15C/33C, and 15L/33R, two thousand (2,000) feet.

No structure is permitted within the Primary Zone (A Zone) as described herein.

2. Clear Zone (B Zone). All of the land area lying beneath a Clear Zone Surface, which is a surface on the ground beginning at the runway end and symmetrical with the runway centerline extended. The width and length of the clear zone surfaces are:

a. For runway 17/35, one thousand (1,000) feet wide and three thousand (3,000) feet long.

b. For runways 15R/33L, 15C/33C, and 15L/33R., three thousand (3,000) feet wide and three thousand (3,000) feet long.

3. Approach-Departure Clearance Zone (C & D Zones). All of the land area lying under an Approach-Departure Clearance Surface, which is an inclined plane or combination inclined and horizontal plane, symmetrical about the runway centerline extended. The inclined plane flares outward and upward from the primary surface, having the same width as the primary surface, and begins with the centerline elevation of the runway end. The slope ratio and dimensions of the inclined planes, (C ZONE) and dimensions of the horizontal planes, (D ZONE) are as follow:

a. Runway 17/35, one (1) foot in height for each forty (40) feet in horizontal distance beginning at the end of the primary

surface centerline elevation of the runway end. The runway end centerline elevation is 1,015 MSL feet for Runway 35. The surface extends to a point ten thousand (10,000) feet from the end of the primary surface with an outer width of two thousand five hundred (2,500) feet. Runway 17 does not have an Approach Surface and Runway 35 does not have a Departure Surface.

b. Runway 15R/33L, one (1) foot in height for each fifty (50) feet in horizontal distance beginning at the end of the primary surfaces and at the centerline elevation of the runway end. The runway end centerline elevation is 998 MSL feet for runway 15R and 1,000 MSL feet for 33L. The surfaces extend until they reach an elevation of 500 feet above established airfield elevation (1,515 MSL). They then continue horizontally at this elevation to a point fifty thousand (50,000) feet from the point of beginning. The outer width is sixteen thousand (16,000) feet.

c. Runway 15C/33C (formerly 15L/33R), one (1) foot in height for each fifty (50) feet in horizontal distance beginning at the end of the primary surfaces and at the centerline elevation of the runway end. The runway end centerline elevation is 1,003 MSL feet for Runway 15C and 989 MSL feet for Runway 33R. The surfaces extend until they reach an elevation of 500 feet above established airport elevation (1,515 MSL). They then continue horizontally at this elevation to a point fifty thousand (50,000) feet from the point of beginning. The outer width is sixteen thousand (16,000) feet.

d. Runway 15L/33R, one (1) foot in height for each fifty (50) feet in horizontal distance beginning at the end of the primary surface centerline elevation of the runway end. The runway end centerline is 1,021 MSL feet for runway 15L and 996.9 MSL for runway 33R. The surfaces extend until they reach an elevation of 500 feet above established airport elevation (1,515 MSL). They

then continue horizontally at this elevation to a point fifty thousand (50,000) feet from the point of beginning. The outer width is sixteen thousand (16,000) feet.

B. Zones Related to Airport Reference Points

1. Inner Horizontal Zone (E ZONE). All of the land lying beneath the Inner Horizontal Surface, which is an oval-shaped plane at a height of one hundred fifty (150) feet above the established airfield elevation (1,165 MSL). It is constructed by scribing an arc with a radius of seven thousand five hundred (7,500) feet about the centerline at each end of each runway and interconnecting these arcs with tangents.

2. Conical Zone (F ZONE). All of the land area lying beneath the Conical Surface, which is an inclined plane that extends from the periphery of the inner horizontal surface outward and upward at a slope of twenty (20) to one (1) for a horizontal distance of seven thousand (7,000) feet to a height of five hundred (500) feet above the established airfield elevation (1,515 MSL).

3. Outer Horizontal Zone (G ZONE). All of the land area lying beneath the Outer Horizontal Surface, which is an oval-shaped plane located 500 feet above the established airport elevation (1,515 MSL), extending outward from the outer periphery of the conical surface for a horizontal distance of thirty thousand (30,000) feet.

4. Transitional Zone (H ZONE). All of the land area lying beneath a Transitional Surface, which are inclined planes that connect the primary surface and the approach-departure clearance surfaces to the inner horizontal surface, conical surface, outer horizontal, or other transitional surfaces. The slope is one (1) foot

in height for each seven (7) feet in horizontal distance outward and upward at right angles to the runway centerline and runway centerline extended. To determine the elevation for the beginning of the transitional surface slope at any point along the lateral boundary of the primary surface, draw a line from the point, perpendicular to the runway centerline or to the runway centerline extended. The elevation of the runway or the runway centerline extended at that intersection is the elevation for the beginning of the 7 to 1 slope. The elevation of the point is the distance minus one-half (1/2) the width of the primary surface and divided by seven (7).

Except as otherwise provided in this provision, no structure or obstruction shall be erected, altered or maintained in any zone created by this provision to a height in excess of the applicable height of the surface used to describe such zone.

**6445 ADDITIONAL USE RESTRICTIONS**

Notwithstanding any other provisions, no use shall be made of land within any zone established herein in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards, or otherwise endanger or interfere with the safe landing, taking off or maneuvering of aircraft intending to use the airport.

**6450 NONCONFORMING USES**

A. Regulations not Retroactive. The regulations prescribed by this provision shall not be construed to require changes in land use or the removal, lowering or other change or alteration of any structure established prior to the regulation as of October 31, 1982 or otherwise interfere with the continuance of any nonconforming

use.

B. Marking and Lighting. Notwithstanding the preceding provision of this provision, the owner of any nonconforming structure is hereby required to permit the installation, operation and maintenance thereon of such markers and lighting as shall be deemed necessary by Sheppard Air Force Base and/or Wichita Falls Municipal Airport to indicate to the operators of aircraft in the vicinity of the airport, the presence of such airport hazards. Such markers and lights shall be installed, operated and maintained at the expense of the City of Wichita Falls and/or Sheppard Air Force Base.

C. Reconstruction. Any nonconforming use which is damaged or destroyed by fire, flood, explosion, wind, earthquake, war, riot, or other calamity may be reconstructed and used as it was before such happening.

**6455 PERMITS**

A. New Construction. A permit shall be required to construct a structure in any Accident Potential Zone, Noise Zone, or Height Restriction Zone established by this provision as specifically provided herein. Each application for a permit shall indicate the location, height, and if applicable, use of the structure, with sufficient particularity to enable it to be determined whether the resulting structure would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted. No permit for a structure inconsistent with these provisions shall be granted unless a variance has been approved in accordance with Subsection C of this section.

1. In the limits of the Accident Potential Zones (APZ I & II), a permit shall be required for any structure. Such permits

shall be issued when the proposed use of the structure is permitted, and the vertical height of the structure above the ground does not exceed the height limits prescribed herein.

a) In the area lying inside the Accident Potential Zones (APZ I & II), a permit shall be required for any use or structure. Such permits shall be issued when the vertical height of the structure, above the ground, does not exceed the height limits prescribed herein and is found to be a compatible use as defined herein.

b) In the area lying outside the Accident Potential Zones (APZ I & II) and within a height restriction zone, a permit shall be required for any use or structure. Such permits shall be issued when the vertical height of the structure, above the ground, does not exceed the height limits prescribed herein and is found to be a compatible use as defined herein.

2. In the area within the 65db or greater noise contour as shown in the latest AICUZ study, a permit shall be required for any use or structure as identified in the Land Use Compatibility Table included herein as requiring noise attenuation. Such permits shall be issued when the Building Official has approved noise attenuation measures on those uses requiring attenuation as identified herein.

No Certificate of Occupancy (CO) shall be issued for commercial properties until such time compliance is realized through inspection and approval by the Building Official for compliance with noise attenuation measures as required herein. For residential land uses required to attenuate, no water sales by the City or appropriate water districts or supply corporations shall be permitted until compliance is realized through inspection and approval of the

Building Official.

Noise attenuation measures as required herein, and as approved by the Building Official, shall be installed and maintained at the same level of attenuation as required by this provision.

B. Existing Uses.

1. No permit shall be granted that would allow the establishment or creation of any airport hazard or permit a nonconforming use or structure to be made higher or become a greater hazard to air navigation, than it was on the effective date of this ordinance.

2. No permit shall be granted that would allow the expansion of a use not herein permitted within the Noise Zone unless said use adheres to attenuation measures as required.

C. Variances. Any person desiring to erect or increase the height of any structure, or use his property contrary to the regulations prescribed in this provision may apply to the Board of Adjustment for a variance from such regulations in question. The application for variance from a height restriction shall be accompanied by a determination from the Federal Aviation Administration as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable airspace. A variance request shall be processed in accordance with Section 7300 of this ordinance.

D. Obstruction Marking and Lighting. Any permit or variance granted may, if such action is deemed advisable by the Director of Community Development or his designee or the Board of Adjustment to effectuate the purposes of this provision and is

reasonable under the circumstances, be so conditioned as to require the owner of the structure in question to install, operate and maintain, at their expense, such markings and lights as may be necessary.

**6460 ENFORCEMENT**

It shall be the duty of the Director of Community Development or his designee to administer and enforce the regulations prescribed herein. Applications for permits shall be made to the Director of Community Development or his designee. Applications required by this provision to be submitted to the Director of Community Development or his designee shall be promptly considered and granted or denied by him. In the event that the Director of Community Development or his designee refuses to grant the application, the applicant may appeal such decision to the Board of Adjustment

Applications for variances shall be made to the Board of Adjustment by first filing said application for variance with the Director of Community Development or his designee who shall forthwith transmit said application to the Board of Adjustment for determination.

**6465 AIRPORT BOARD OF ADJUSTMENT**

An Airport Board of Adjustment shall be appointed comprised of both residents of the City of Wichita Falls, and residents located outside of the City but within the area affected by this ordinance, and according to the provisions set forth in the Local Government Code. The actions and procedures of the Airport Board of Adjustment shall be those as required under Chapter 24 1.032 of the Local Government Code as amended.

**6470 LAND USE COMPATIBILITY TABLE**

| | Accident Potential Zones | | | Noise Zones (dB) | | | |
|---|---|---|---|---|---|---|---|
| Land Use | Clear Zone | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
| **RESIDENTIAL** | | | | | | | |
| Single-Family Detached | N | N | $Y_1$ | $A_{11}$ | $B_{11}$ | N | N |
| Single-Family Attached | N | N | N | $A_{11}$ | $B_{11}$ | N | N |
| Duplex | N | N | N | $A_{11}$ | $B_{11}$ | N | N |
| Apartments | N | N | N | $A_{11}$ | $B_{11}$ | N | N |
| Group Quarters | N | N | N | $A_{11}$ | $B_{11}$ | N | N |
| Hotels/ Motels | N | N | N | $A_{11}$ | $B_{11}$ | N | N |
| Mobile/Mfg. Homes | N | N | N | N | N | N | N |
| Other Residential | N | N | $N_1$ | $A_{11}$ | $B_{11}$ | N | N |
| **MANUFACTURING** | | | | | | | |
| Food/ Kindred Prods | N | $N_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Textile Mill Products | N | $N_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Apparel/Similar Products | N | N | $N_2$ | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |

| Land Use | Clear Zone | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
|---|---|---|---|---|---|---|---|
| Lumber/Wood Products | N | $Y_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Furniture and Fixtures | N | $Y_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Paper/Allied Products | N | $Y_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Printing, Publishing, etc. | N | $Y_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Chemical and Allied Prods. | N | N | $N_2$ | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Petrol refining & related ind. | N | N | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Rubber and Plastic | N | $N_2$ | $N_2$ | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Stone, Clay Glass Prods. | N | $N_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Primary metal industry | N | $N_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Fabricated metal prods. | N | $N_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Controlling, Optical Prods. | N | N | $N_2$ | Y | A | B | N |
| Watch, clock related indust. | N | N | $N_2$ | Y | A | B | N |
| Misc. Mfg. | N | $Y_2$ | $Y_2$ | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |

| Land Use | Clear Zone | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
|---|---|---|---|---|---|---|---|
| **TRANSPORTATION, COMMUNICATION, UTILITIES** | | | | | | | |
| Railroad and Transit | $N_3$ | $Y_4$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Motor Vehicle Transport | $N_3$ | Y | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Aircraft Transportation | $N_3$ | $Y_4$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Streets and Highways | $N_3$ | Y | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Automobile Parking | $N_3$ | $Y_4$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Communic-ations | $N_3$ | $Y_4$ | Y | Y | $A_{15}$ | $B_{15}$ | N |
| Utilities | $N_3$ | $Y_4$ | Y | Y | Y | $Y_{12}$ | $Y_{13}$ |
| Other transp. comm. utility | $N_3$ | $Y_4$ | Y | Y | $A_{15}$ | $B_{15}$ | N |
| **TRADE** | | | | | | | |
| Wholesale | N | $Y_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Retail bldg materials., hardware, farm products | N | $Y_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Retail, general merchandise | N | $N_2$ | $Y_2$ | Y | A | B | N |
| Retail, food | N | $N_2$ | $Y_2$ | Y | A | B | N |

| Land Use | Clear Zone | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
|---|---|---|---|---|---|---|---|
| Retail, auto, marine, air & accessories | N | $Y_2$ | $Y_2$ | Y | A | B | N |
| Retail, home furn, & equip. | N | $N_2$ | $Y_2$ | Y | A | B | N |
| Eating/drink | N | N | $N_2$ | Y | A | B | N |
| Retail, other | N | $N_2$ | $Y_2$ | Y | A | B | N |
| **SERVICES** | | | | | | | |
| Finance, real estate, insur. | N | N | $Y_6$ | Y | A | B | N |
| Personal svcs. | N | N | $Y_6$ | Y | A | B | N |
| Cemetery | N | $Y_7$ | $Y_7$ | Y | $Y_{12}$ | $Y_{13}$ | $Y^{14}_{21}$ |
| Business svc. | N | $Y_8$ | $Y_8$ | Y | A | B | N |
| Repair svcs. | N | $Y_2$ | Y | Y | $Y_{12}$ | $Y_{13}$ | $Y_{14}$ |
| Prof. services | N | N | $Y_6$ | Y | A | B | N |
| Hospitals, nursing homes | N | N | N | A* | B* | N | N |
| Other medical | N | N | N | Y | A | B | N |
| Contract construction svcs. | N | $Y_6$ | Y | Y | A | B | N |
| Govt. services | N | N | $Y_6$ | Y* | A* | B* | N |
| Educ. services | N | N | N | A* | B* | N | N |

| Land Use | Clear Zone | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
|---|---|---|---|---|---|---|---|
| Misc. services | N | $N_2$ | $Y_2$ | Y | A | B | N |
| **CULTURAL, ENTERTAINMENT AND RECREATIONAL** | | | | | | | |
| Cultural Activities | N | N | $N_2$ | A* | B* | N | N |
| Churches | N | N | $N_2$ | A* | B* | N | N |
| Nature Exhib. | N | $Y_2$ | Y | Y* | N | N | N |
| Public Assbly | N | N | N | Y | N | N | N |
| Auditoriums, Concert halls | N | N | N | A | B | N | N |
| Outdoor music shell Amphitheater | N | N | N | N | N | N | N |
| Outdoor sports arena | N | N | N | $Y_{17}$ | $Y_{17}$ | N | N |
| Amusements | N | N | $Y_8$ | Y | Y | N | N |
| Recreational activities, golf stables, water | N | N | Y | Y* | A* | B* | N |
| Resorts and group camps | N | N | N | Y* | Y* | N | N |
| Parks | N | $Y_8$ | $Y_8$ | Y* | Y* | N | N |
| Other cultural entertainment recreation | N | $Y_9$ | $Y_9$ | Y* | Y* | N | N |

| Land Use | Clear Zone | APZ I | APZ II | 65-70 | 70-75 | 75-80 | 80+ |
|---|---|---|---|---|---|---|---|
| **RESOURCES PRODUCTION AND EXTRACTION** | | | | | | | |
| Agricultural, except livestock | $Y_{16}$ | Y | Y | $Y_{18}$ | $Y_{19}$ | $Y_{20}$ | $Y^{20}_{21}$ |
| Livestock farm., animal breeding | N | Y | Y | $Y_{18}$ | $Y_{19}$ | $Y_{20}$ | $Y^{20}_{21}$ |
| Agricultural & related activ. | N | $Y_5$ | Y | $Y_{18}$ | $Y_{19}$ | N | N |
| Fishing and related activ. | $N_5$ | $Y_5$ | Y | Y | Y | Y | Y |
| Mining and related activ. | N | $Y_5$ | Y | Y | Y | Y | Y |
| Other resource prod./extract | N | $Y_5$ | Y | Y | Y | Y | Y |

## LEGEND

Y (Yes) Land use and related structures are compatible without restriction.

N (No) Land use and related structures are not compatible and shall be prohibited.

$Y_x$ (yes with restrictions)
Land use and related structures generally compatible; see notes 1 through 21.

$N_x$ (no with restrictions)

See notes 1 through 21.

NLR (Noise Level Reduction)

NLR (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the design and construction of the structures.

A, B, or C — Land use and related structures generally compatible; measures to achieve NLR for A (DNL 66-70), B (DNL 71-75), C (DNL 76-80), need to be incorporated into the design and construction of structures and approved by the Building Official.

$A_x$, $B_x$, or $C_x$ — Land use generally compatible with NLR. However, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted. See appropriate footnotes.

* — The designation of these uses as "compatible" in this zone reflects individual federal agencies' and program considerations of general cost and feasibility factors, as well as past community experiences and program objectives. The Airport Zoning Board shall review request and be responsible for issuing necessary permits based upon its findings.

**NOTES**

1. Maximum density of 2 dwelling units per acre or lot coverage less than 20 percent, whichever is greater.

2. Within each land use category, uses exist where further definition may be needed due to the variation of densities in people and structures. (See Exhibit A included herein)

3. No buildings, structures or above-ground utilities shall be placed within the area defined as the Clear Zone.

4. No passenger terminals and no major above-ground transmission lines in APZ I.

5. Factors to be considered: labor intensity, structural coverage, explosive characteristics, and air pollution. The proposed use shall be evaluated by the Director of Community Development or his designee in conference with the base AICUZ Officer for Sheppard Air Force Base or designated personnel.

6. Low-intensity office uses only. Meeting places, auditoriums, etc. shall not be permitted. For the purpose of this provision, low-intensity is defined as an employment population not to exceed twenty five (25) people per acre per shift.

7. Excludes chapels.

8. Facilities must be low intensity. For the purpose of this provision, low-intensity is defined as an employment population not to exceed twenty five (25) people per acre per shift.

9. Clubhouse not permitted.

10. Areas for gatherings of people are not recommended. The Airport Zoning Board shall be responsible for issuing the necessary permit based on its findings.

11. a. Residential use is discouraged in DNL 66-75dB and prohibited in DNL above 75 db.

b. Where residential uses are allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) to DNL 65dB shall be incorporated and considered in individual approvals. The Building Official shall be responsible for determining adequacy of attenuation measures.

NLR criteria will not eliminate outdoor noise problems. However, building location and site planning and design, and use of berms and barriers may help mitigate outdoor exposure, particularly from near ground level sources. Measures that reduce outdoor noise shall be used whenever practical in preference to measures which only protect interior spaces. Such measures shall be indicated on a site plan and evaluated prior to approval of the required permit.

12. Measures to achieve the same NLR as required for facilities in DNL 66-70 dB range shall be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

13. Measures to achieve the same NLR as required for facilities in DNL 71-75 dB range shall be incorporated into the design and construction of portions of these buildings where

the public is received, office areas, noise sensitive areas or where the normal noise level is low.

14. Measures to achieve the same NLR as required for facilities in DNL 76-80 dB range shall be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

15. If noise sensitive, use appropriate NLR. If not noise sensitive the use is compatible.

16. No buildings.

17. Land use is compatible provided special sound reinforcement systems are installed as approved by the Building Official.

18. Residential buildings require the same NLR as required for facilities in DNL 66-70 dB range.

19. Residential buildings require the same NLR as required for facilities in DNL 71-75 dB range.

20. Residential buildings are not permitted.

21. Land use is not allowed.

For those situations requiring a hearing before the Airport Zoning Board before a permit may be issued, the Director of Community Development or his designee may require building elevations, building plans, landscape plans and other details to allow for proper evaluation of the proposed use in order to ensure the protection of the public's health, safety and welfare.

## EXHIBIT A

Uses are compatible if they do not result in a gathering of individuals in an area that would result in an average density of greater than 25 persons per acre per hour during a 24-hour period, not to exceed 50 persons per acre at any time.

The following is a reproduction of Appendix F, Volume II of the 1992 AICUZ study for Sheppard Air Force Base, and is included here for ease of reference.

**Average Density**
Average densities of persons per hour during a 24-hour period are determined by calculating the number of persons per acre expected on a site, multiplying by the number of hour (sic) they will be on the site, and dividing the total by 24.

Example #1. One 8-hour shift of 30 workers on a one acre site. Avg. density = 30 persons expected x 8 hours on site = 240 Then 240/24=10: Thus avg. density = 10 persons per hour per 24-hour period.

Example #2. Two 8-hour shifts for 30 workers on a one acre site. Avg. density = 30 persons expected x 16 hours on site = 480 Then 480/24=20: Thus avg. density = 20 persons per acre per hour per a 24-hour period.

**Maximum Density**
The maximum number of persons allowed per acre per hour is calculated by dividing the number of hours persons will be on site by 24 hours, and then dividing by 25 persons per acre per hour by the result. The resulting number is the maximum number of persons

allowed per acre per hour, provided it does not exceed 50. Fifty persons per acre at any one time is the maximum number of persons allowed under the standard.

Example. Maximum density for two 8-hour shifts on a one acre site. 25 divided by 16/24 = 37.5 persons per hour allowed.

Application of this formula results in the following table which specifies the maximum persons per acre per hour for the duration of the time that persons are expected to be on site during a 24-hour period.

**PERSONS PER ACRE**

| HOURS OF OPERATION PER DAY | MAXIMUM PERSONS ALLOWED PER ACRE/ DURING EACH HOUR |
|---|---|
| 24 | 25 |
| 23 | 26 |
| 22 | 27 |
| 21 | 28 |
| 20 | 30 |
| 19 | 31 |
| 18 | 33 |
| 17 | 35 |
| 16 | 37 |
| 15 | 40 |
| 14 | 42 |
| 13 | 46 |
| 12 or less | 50* |

* NOTE: Fractions in the maximum number of persons allowed column are rounded to the lowest whole number.
* Also note that concentrations of people may not exceed 50 people/acre at any time.

VERNON'S TEXAS STATUTES AND CODES
ANNOTATED
LOCAL GOVERNMENT CODE

TITLE 7. REGULATION OF LAND USE, STRUCTURES, BUSINESSES, AND RELATED ACTIVITIES
SUBTITLE A. MUNICIPAL REGULATORY AUTHORITY
CHAPTER 211. MUNICIPAL ZONING AUTHORITY
SUBCHAPTER A. GENERAL ZONING REGULATIONS

§ 211.004. Compliance With Comprehensive Plan

(a) Zoning regulations must be adopted in accordance with a comprehensive plan and must be designed to:

(1) lessen congestion in the streets;

(2) secure safety from fire, panic, and other dangers;

(3) promote health and the general welfare;

(4) provide adequate light and air;

(5) prevent the overcrowding of land;

(6) avoid undue concentration of population; or

(7) facilitate the adequate provision of transportation, water, sewers, schools, parks, and other public requirements.

VERNON'S TEXAS STATUTES AND CODES
ANNOTATED
LOCAL GOVERNMENT CODE

TITLE 7. REGULATION OF LAND USE, STRUCTURES, BUSINESSES, AND RELATED ACTIVITIES

SUBTITLE C. REGULATORY AUTHORITY APPLYING TO MORE THAN ONE TYPE OF LOCAL GOVERNMENT
CHAPTER 241. MUNICIPAL AND COUNTY ZONING AUTHORITY AROUND AIRPORTS

§ 241.001. Short Title

This chapter may be cited as the Airport Zoning Act.

§ 241.002. Legislative Findings

The legislature finds that:

(1) an airport hazard endangers the lives and property of users of the airport and of occupants of land in the vicinity of the airport;

(2) an airport hazard that is an obstruction reduces the size of the area available for the landing, taking off, and maneuvering of aircraft, tending to destroy or impair the utility of the airport and the public investment in the airport;

(3) the creation of an airport hazard is a public nuisance and an injury to the community served by the airport affected by the hazard;

(4) it is necessary in the interest of the public health, public safety, and general welfare to prevent the creation of an airport hazard;

(5) the creation of an airport hazard should be prevented, to the extent legally possible, by the exercise of the police power without compensation; and

(6) the prevention of the creation of an airport hazard and the elimination, the removal, the alteration, the mitigation, or the marking and lighting of an airport hazard are public purposes for which a political subdivision may raise and spend public funds and acquire land or interests in land.

§ 241.003. Definitions

In this chapter:

(1) "Airport" means an area of land or water, publicly or privately owned, designed and set aside for the landing and taking off of aircraft and used or to be used in the interest of the public for that purpose. The term includes an area with installations relating to flights, including installations, facilities, and bases of operations for tracking flights or acquiring data concerning flights.

(2) "Airport hazard" means a structure or object of natural growth that obstructs the air space required for the taking off, landing, and flight of aircraft or that interferes with visual, radar, radio, or other systems for tracking, acquiring data relating to, monitoring, or controlling aircraft.

(3) "Airport hazard area" means an area of land or water on which an airport hazard could exist.

(4) "Airport zoning regulation" means an airport hazard area zoning regulation and an airport compatible land use zoning regulation adopted under this chapter.

(5) "Centerline" means a line extending through the midpoint of each end of a runway.

(6) "Compatible land use" means a use of land adjacent to an airport that does not endanger the health, safety, or welfare of the owners, occupants, or users of the land because of levels of noise or vibrations or the risk of personal injury or property damage created by the operations of the airport, including the taking off and landing of aircraft.

(7) "Controlled compatible land use area" means an area of land located outside airport boundaries and within a rectangle bounded by lines located no farther than 1 ½ statute miles from the centerline of an instrument or EP{2} primary runway and lines located no farther than five statute miles from each end of the paved surface of an instrument or primary runway.

(8) "Instrument runway" means ~~an~~ existing or planned runway of at least 3,200 feet for which an instrument landing procedure published by a defense agency of the federal government or the Federal Aviation Administration exists or is planned.

(9) "Obstruction" means a structure, growth, or other object, including a mobile object, that exceeds a limiting height established by federal regulations or by an airport hazard area zoning regulation.

(10) "Political subdivision" means a municipality or county.

(11) "Primary runway" means an existing or planned paved runway, as shown in the official airport layout plan (ALP) of the airport, of at least 3,200 feet on which a majority of the approaches to and departures from the airport occur.

(12) "Runway" means a defined area of an airport prepared for the landing and taking off of aircraft along its length.

(13) "Structure" means an object constructed or installed by one or more persons and includes a building, tower, smokestack, and overhead transmission line.

§ 241.004. Airport Used in Interest of Public

For the purposes of this chapter, an airport is used in the interest of the public if:

(1) the owner of the airport, by contract, license, or otherwise, permits the airport to be used by the public to an extent that the airport fulfills an essential community purpose; or

(2) the airport is used by the state or an agency of the state or by the United States for national defense purposes or for any federal program relating to flight.

§ 241.005. Adoption of Regulation Includes Amendment or Other Change

A reference in this chapter to the adoption of an airport zoning regulation includes the amendment, repeal, or other change of a regulation. A reference to the adoption of an airport zoning regulation also includes the amendment of an airport zoning regulation existing on the date the law codified by this chapter took

effect, which was September 5, 1947.

§ 241.011. Airport Hazard Area Zoning Regulations

(a) To prevent the creation of an airport hazard, a political subdivision in which an airport hazard area is located may adopt, administer, and enforce, under its police power, airport hazard area zoning regulations for the airport hazard area.

(b) The airport hazard area zoning regulations may divide an airport hazard area into zones and for each zone:

(1) specify the land uses permitted;

(2) regulate the type of structures; and

(3) restrict the height of structures and objects of natural growth to prevent the creation of an obstruction to flight operations or air navigation.

§ 241.012. Airport Compatible Land Use Zoning Regulations

(a) A political subdivision may adopt, administer, and enforce, under its police power, airport compatible land use zoning regulations for the part of a controlled compatible land use area located within the political subdivision if the airport is:

(1) used in the interest of the public to the benefit of the political subdivision; or

(2) located within the political subdivision and owned or operated by a federal defense agency or by the state.

(b) The political subdivision by ordinance or resolution may implement, in connection with airport compatible land use zoning regulations, any federal law or rules controlling the use of land located adjacent to or in the immediate vicinity of the airport.

(c) The airport compatible land use zoning regulations must include a statement that the airport fulfills an essential community purpose.

§ 241.013. Extraterritorial Zoning in Political Subdivisions With Population of More Than 45,000

(a) A political subdivision with a population of more than 45,000 in which an airport used in the interest of the public to the benefit of the political subdivision is located may adopt, administer, and enforce:

(1) airport hazard area zoning regulations applicable to an airport hazard area relating to the airport and located outside the political subdivision; and

(2) airport compatible land use zoning regulations applicable to a controlled compatible land use area relating to the airport and located outside the political subdivision.

(b) The political subdivision has the same power to adopt, administer, and enforce airport hazard area zoning regulations or airport compatible land use zoning regulations under this section as that given a political subdivision by Sections 241.011 and 241.012.

(c) The airport hazard area zoning regulations or airport compatible land use zoning regulations must include a statement that the airport fulfills an essential community purpose.

§ 241.014. Joint Airport Zoning Board

(a) A political subdivision to whose benefit an airport is used in the interest of the public or in which an airport owned or operated by a defense agency of the federal government or the state is located may create a joint airport zoning board with another political subdivision in which an airport hazard area or a controlled compatible land use area relating to the airport is located. The political subdivisions must act by resolution or ordinance in creating the joint board.

(b) The joint airport zoning board has the same power to adopt, administer, and enforce airport hazard area zoning regulations or airport compatible land use zoning regulations under this section as that given a political subdivision by Sections 241.011 and 241.012.

(c) The joint airport zoning board must consist of two members appointed by each of the political subdivisions creating the board and, in addition, a chairman elected by a majority of the appointed members.

(d) If an agency of the state owns and operates an airport located within an airport hazard area or controlled compatible land use area governed by a joint airport zoning board, the agency is entitled to have two members on the board.

(e) The joint airport zoning board for an airport that is owned or operated by a defense agency of the federal government and that is closed by the federal government may provide that zoning regulations adopted by the board continue in effect until the fourth anniversary of the date the airport is closed.

§ 241.015. Incorporation of Airport Zoning Regulation Into Comprehensive Zoning Ordinance

A political subdivision may incorporate an airport zoning regulation in a comprehensive zoning ordinance and administer and enforce it in connection with the administration and enforcement of the comprehensive zoning ordinance if:

(1) the two zoning regulations apply, in whole or in part, to the same area; and

(2) the comprehensive zoning ordinance includes, among other matters, a regulation on the height of buildings.

§ 241.016. Airport Zoning Commission

(a) Before an airport zoning regulation may be adopted, a political subdivision acting unilaterally under Section 241.013 must appoint an airport zoning commission. If the political subdivision has a planning commission or comprehensive zoning commission, that commission may be designated as the airport zoning commission.

(b) The commission shall recommend the boundaries of the zones to be established and the regulations for these zones.

(c) The commission shall make a preliminary report and hold public hearings on the report before submitting a final report.

(d) Before the 15th day before the date of a hearing under Subsection (c), notice of the hearing shall be published in an official newspaper or a newspaper of general circulation in each political

subdivision in which the airport hazard area or controlled compatible land use area to be zoned is located.

(e) A joint airport zoning board created under Section 241.014 is not required to appoint a commission under this section.

§ 241.017. Procedural Limitations Applying to Adoption of Zoning Regulations

(a) The governing body of a political subdivision may not hold a public hearing or take other action concerning an airport zoning regulation until it receives the final report of the airport zoning commission.

(b) An airport zoning regulation may not be adopted except by action of the governing body of the political subdivision or a joint airport zoning board after the political subdivision or joint airport zoning board holds a public hearing on the matter at which parties in interest and citizens have an opportunity to be heard.

(c) Before the 15th day before the date of a hearing under Subsection (b), notice of the hearing must be published in an official newspaper or a newspaper of general circulation in each political subdivision in which the area to be zoned is located.

§ 241.018. Reasonableness of Airport Zoning Regulations

(a) An airport zoning regulation must be reasonable and may impose a requirement or restriction only if the requirement or restriction is reasonably necessary to achieve the purposes of this chapter.

(b) In determining which airport zoning regulations to adopt,

the governing body of a political subdivision or a joint airport zoning board shall consider, among other things:

(1) the character of the flying operations expected to be conducted at the airport;

(2) the nature of the terrain within the airport hazard area;

(3) the character of the neighborhood; and

(4) the current and possible uses of the property to be zoned.

§ 241.019. Nonconforming Uses and Structures

Except as provided by Section 241.035, airport zoning regulations may not require:

(1) changes in nonconforming land use existing on the date of the adoption of the regulations;

(2) the removal, lowering, or other change of a structure that does not conform to the regulations on the date of their adoption, including all phases or elements of a multiphase structure, regardless of whether actual construction has commenced, that received a determination of no hazard by the Federal Aviation Administration under 14 C.F.R., Part 77, before the regulations were adopted;

(3) the removal, lowering, or other change of an object of natural growth that does not conform to the regulations on the date of their adoption; or

(4) any other interference in the continuation of a use that does not conform to the regulations on the date of their adoption.

§ 241.020. Permits

(a) Airport zoning regulations may require that a permit be obtained before:

(1) a new structure is constructed;

(2) an existing structure is substantially changed or repaired;

(3) a new use is established; or

(4) an existing use is substantially changed.

(b) Airport zoning regulations must provide that a permit be obtained from the administrative agency authorized to administer and enforce the regulations before:

(1) a nonconforming structure may be replaced, rebuilt, or substantially changed or repaired; or

(2) a nonconforming object of natural growth may be replaced, substantially changed, allowed to grow higher, or replanted.

(c) A permit may not allow:

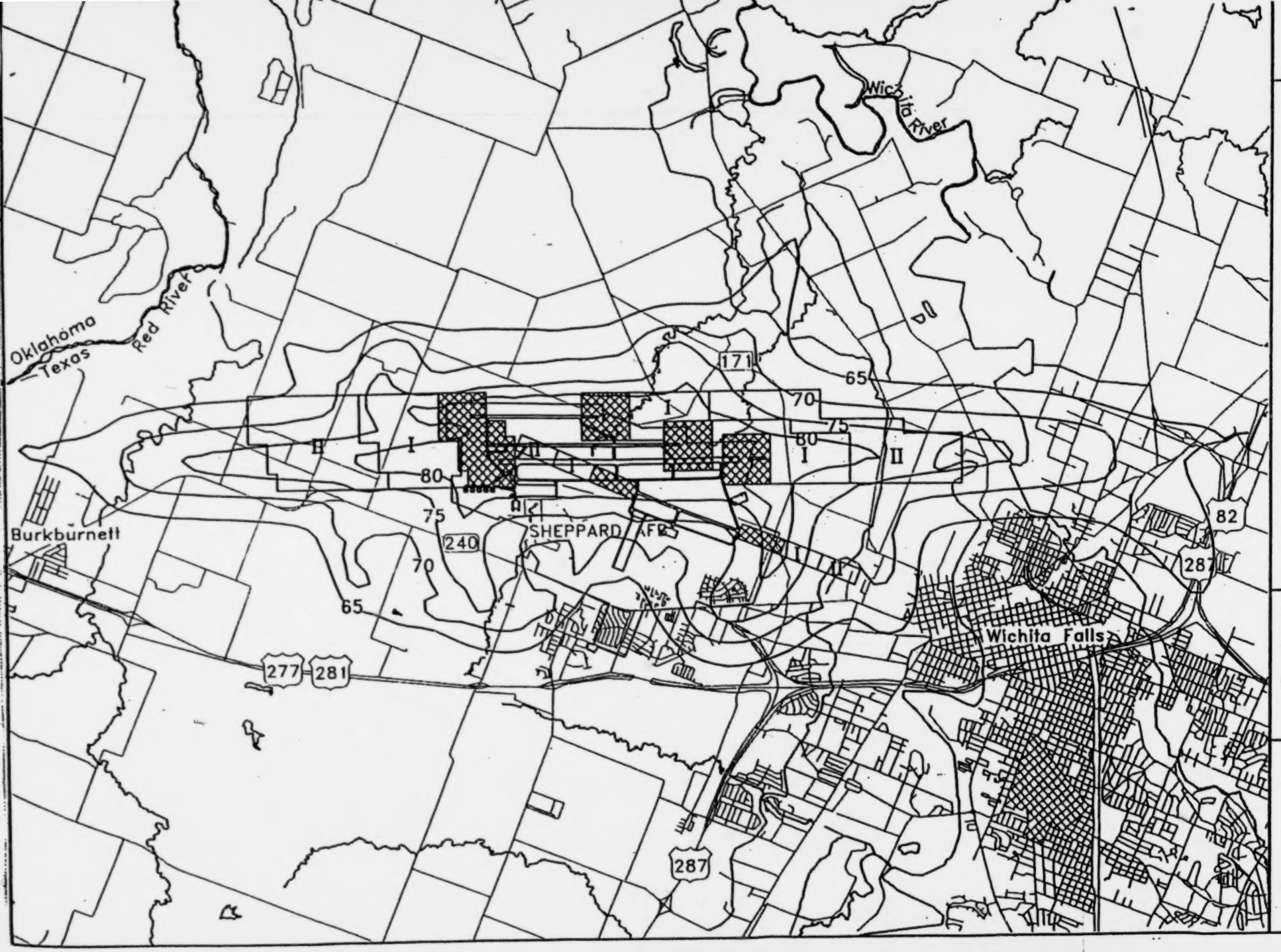
(1) the establishment of an airport hazard;

(2) a nonconforming use to be made;

(3) a nonconforming structure or object of natural growth to become higher than it was at the time of the adoption of the airport zoning regulations relating to the structure or object of natural growth or at the time of the application for the permit; or

(4) a nonconforming structure, object of natural growth, or use to become a greater hazard to air navigation than it was at the time of the adoption of the airport zoning regulations relating to the structure, object of natural growth, or use or at the time of the application for the permit.

(d) Except as provided by Subsection (c), an application for a permit shall be granted.




# Figure 3

**Sheppard Air Force Base Noise Zones and Accident Potential Zones**

**Legend:**

- Clear Zone
- I Accident Potential Zone
- II Accident Potential Zone

**SOURCES:**

(1) Bureau of the Census TIGER/Line Data – 1990
(2) Noisemap – 1991

GRAPHIC SCALE IN STATUTE MILES

0 1 2 3

# Figure 5

## Sheppard AFB Area Generalized Existing Land Use

Legend:

- Residential
- Commercial
- Industrial
- Public/Quasi-Public
- Recreational
- Open/Agricultural/ Low Density

**SOURCES:**

(1) Bureau of the Census TIGER/Line Data – 1990

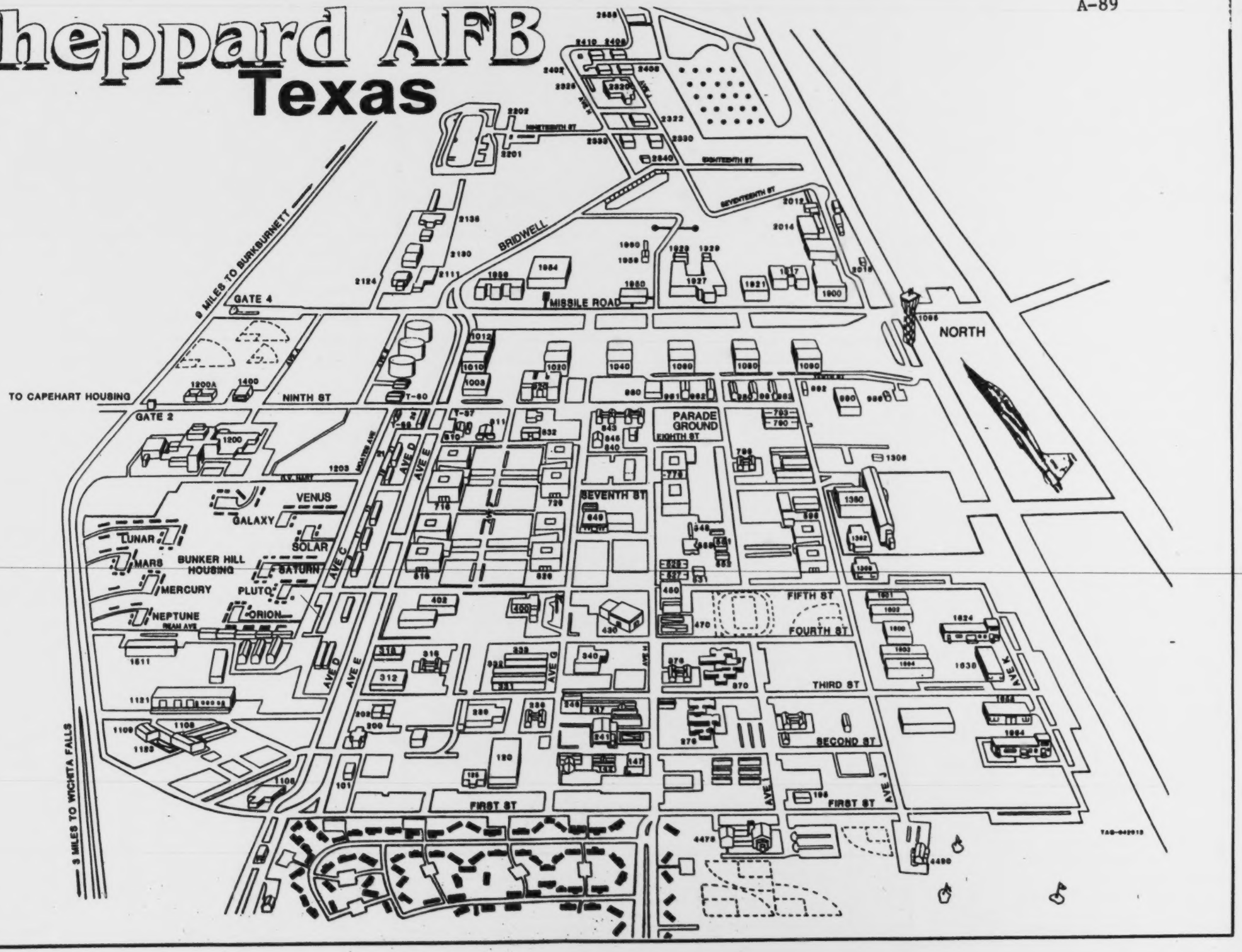
(2) Noisemap – 1991

(3) City of Wichita Falls, Land Use Plan, Nov 1984, USGS Burkburnett Quadrangle, 7.5 minute, 1972

GRAPHIC SCALE IN STATUTE MILES

0 1 2 3

# Sheppard AFB
## Texas



# Map Legend

| | |
|---|---|
| Base Bank | 200 |
| Base Exchange facilities | |
| Office | 1638 |
| Main | 239 |
| Mini Mall | 740 |
| Shoppettes | 202 |
| | 1105 |
| Base Operations | 1360 |
| Billeting Office | 776 |
| Bowling Lanes | |
| North | 811 |
| South | 318 |
| Chapels | |
| Chapel 1 (Hosp) | 1200 |
| Chapel 2 | 4475 |
| Chapel 3 | 810 |
| Child Development Center | 195 |
| Civil Engineering | 1503 |
| Class VI Store | 110 |
| Clothing Sales | 649 |
| Commissary | 120 |
| Community Activity Center | 430 |
| Credit Union | 212 |
| Dining Halls | 526 |
| | 596 |
| | 726 |
| | 776 |
| | 1368 |
| Dormitories | |
| Codner Hall | 516 |
| Cooper Hall | 776 |
| Hogan Hall | 596 |
| Mattis Hall | 716 |
| McCollough Hall | 526 |
| White Hall | 726 |
| Education Office | 402 |
| Family Services | 1624 |
| Family Support Center | 1624 |
| Filling Stations | 1400 |
| | 1105 |
| Finance | 402 |
| Golf Course Club House | 4490 |
| Gymnasiums | |
| Fitness Center | 825 |
| Main | 450 |
| AerobiCenter | 832 |
| Hospital | 1200 |
| Housing Office | 376 |
| Inspector General | 400 |
| Legal Office | 316 |
| Library | 312 |
| Military Personnel Flight | 402 |
| Motor Pool | 2110 |
| NCO Club | 1108 |
| Officers Club | 340 |
| PME Center | 796 |
| Postal Service Center and Post Office | 551 |
| Printing Plant | T-60 |
| Property Disposal | 2135 |
| Public Affairs | 400 |
| Base Newspaper | 400 |
| Red Cross | 1638 |
| Scheduled Airline Ticket Office | |
| | 402 |
| | 430 |
| Security Police | 558 |
| Pass and Registration | 402 |
| Skills Development Center | 832 |
| Social Actions | 402 |
| Small Arms Range | 2124 |
| Supply | 1121 |
| Swimming Pools | |
| Main | 430 |
| Bunker Hill | 1108 |
| Capehart Housing area | |
| Theater | 840 |
| Thrift Shop | 1624 |
| Traffic Management | 402 |
| Youth Center | 147 |
| 80th Flying Training Wing | 2322 |
| 82d Training Wing | 400 |
| 82d Training Group | 843 |
| 782d Training Group | 843 |
| 882d Training Group | 1900 |
| 982d Field Training Group | 890 |
| 82d Logistics Group | 400 |
| 82d Medical Group | 1200 |
| 82d Support Group | 400 |
| 82d Contracting Squadron | 1664 |

# 1995 Sheppard AFB Texas

# Base Map

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# Quick-reference listing Phone

| | |
|---|---|
| Base Bank | 676-2321 |
| Barber Shops | |
| Main BX | 855-2211 |
| Mini Mall | 855-2281 |
| NCO Club | |
| Officers Club | |
| Base Locator | 676-1841 |
| Base Operations | 676-6474 |
| Base Taxi | 676-1843 |
| Beauty Shops | |
| Main BX | 855-2087 |
| Hospital | 855-4361 |
| Billeting | 676-1844 |
| Bowling Lanes | |
| North | 676-6130 |
| South | 676-2170 |
| Chaplain | 676-2111 |
| Child Development Center | 676-2038 |
| Command Post | 676-2616 |
| Commissary | 676-7269 |
| Credit Union | 855-2451 |
| Desk Sergeant | 676-6302 |
| Family Housing Office | 676-2846 |
| Family Services | 676-4270 |
| Family Support Center | 676-4368 |
| Filling Station and Shoppettes | |
| North | 855-4581 |
| South | 855-4581 |
| Fitness Center | 676-6336 |
| Golf Course | 676-6369 |
| Gym | 676-6622 |
| Hospital Appointments | 676-1847 |
| Laundry & Dry Cleaning | |
| (Main BX) | 855-0831 |
| (Mini Mall) | 855-0863 |
| Law Center | 676-4262 |
| Library | 676-6152 |
| Main Exchange | 855-4318 |
| Military Clothing Sales | 676-2110 |
| Military Pay & Travel | 676-4867 |
| MWRS Ticket Office | 676-2876 |
| NCO Club | 676-6427 |
| Officers Club | 676-6460 |
| Recreation Center | 676-6210 |
| Red Cross Service Center | 676-1855 |
| | 676-2308 |
| Volunteer Office | 676-2937 |
| Scheduled Airline Ticket Office | 855-2631 |
| Skills Development Center | 676-6667 |
| Theater | 676-4427 |